

NEWNES'
PICTORIAL KNOWLEDGE

VOLUME THREE



Specially painted for this work

WESTMINSTER BRIDGE AND BIG BEN

Big Ben is actually the bell upon which the hours are struck, but many people give the name to the Clock Tower in which the bell hangs. The Clock Tower is one of London's best known landmarks and is part of the New Palace of Westminster, the official name of the group of buildings forming the Houses of Parliament. The old Palace in which Parliament met was destroyed by fire in 1834, and the present buildings were designed by Sir Charles Barry in 1840. Westminster Bridge opened in 1759 as the second bridge built across the Thames in London; it was rebuilt about the middle of the nineteenth century.

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VOLUME 3

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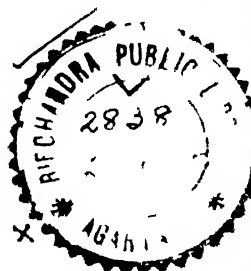
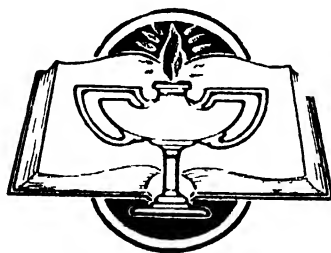
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The Story
of the
World and
its Peoples



Our Homeland—
England, Wales,
Scotland
and Ireland



Topical Press.

AN ENGLISH VILLAGE

Wherever you go in the world, you will find nothing to surpass the peaceful charm of England's villages. Their beauties are typified in this picture of old-world Welford-on-Avon, in the county of Warwickshire, where thatched roofs, beam and plaster walls, grass verged lanes and the old church tower combine in a rural loveliness that is uniquely English.

THE HOME OF THE BRITISH

ONE of the most wonderful stories in history is that which tells how a little group of islands, which were inconsiderable and far away in the outer world of the Greeks and the Romans, became the Motherland of the greatest Empire that the world had ever seen.

That little group of islands is the British Isles—our Homeland, and the Motherland of the Overseas Dominions, themselves the homes of peoples of the Commonwealth who look towards the Motherland with affection as the real home of the Commonwealth to which they are proud to belong.

There must be something remarkable about these islands inasmuch as they

have become the centre of a great Commonwealth of Nations whose lands occupy over one-quarter of the globe and whose peoples total at least a quarter of the world's population.

People and Geography

What is it? Is it the people themselves? It is true that the British race has most of the qualities of empire builders, but it is also true that they possess these qualities largely because of the geography of their Homeland.

That is one of the reasons why geography is interesting. Geography, of course, tells us of strange lands and peoples, and of the wonderful things that are being done in other parts of

the world. But, in addition to this, it does help to explain what the peoples of a land have done in the past, and what they are doing at the present time; and it may help us to foresee what they can do in the future—if they choose. *If they choose*—that is important—for some peoples have not taken advantage of the geography of their land, perhaps because they did not choose, perhaps because they have not been able and energetic enough. Geography often shows us what splendid chances nations have missed, as well as those which they have taken and used to make their country a better place in which to live.

The British race must have used most of the advantages which Nature gave them when she made the British Isles as she did, and placed the islands where they are.

It is a fact that we have in our Homeland one of the best climates in the world. Yet we often grumble at our weather—more often in fun than in real anger—and look upon it as a series of practical jokes played upon us by Mother Nature, all through the four seasons.

The Fortunate Islands

Have you friends abroad? Listen to what they say on coming "Home" for a holiday—for most of the citizens of the British Commonwealth look upon the Motherland as home, even if they were not actually born there and long to visit it.

One will say, "Thank God for a sight of fields of living green once more"; another will love to feel the beat of the rain upon his face and the bluster of the wild west wind; for



LAND'S END

Will F. Taylor

Land's End, the westernmost tip of England, is some 293 miles from London. It is a familiar landmark to travellers. Those who are homeward bound welcome it as marking the entrance to the English Channel, and outward bound voyagers feel that it is here that they really bid farewell to England. The lighthouse just off Land's End is known as the Longships. The longest continuous journey that can be made in the British Isles is from Land's End to John o'Groats, a distance of more than 800 miles.

THE HOME OF THE BRITISH



Photochrom

THE NEEDLES

These famous rocks are landfall to many a traveller to England, for past them steam the great ocean liners using the deep-water port of Southampton. They can be seen at the westernmost tip of the Isle of Wight, not far from Alum Bay. They are the remains of a tall pillar of chalk which crumbled into the sea nearly 200 years ago. Notice the top of the lighthouse protruding above the tip of the farthest rock.

these men have come from thirsty lands of blazing sunshine where water is the most precious thing on earth.

Yet another from a country where winters are bitter and cruel will say how fortunate he is to come home for Christmas, knowing he will have no need to fear frostbite if he goes out, and that if he journeys by road or by rail his car or his train will not be buried deep in snow drifts.

It is true that occasionally the weather is unpleasant ; but it does not last long, and better weather soon wipes away disagreeable memories of the bad days that precede it.

You have only to journey—even a little—in other lands to know what a wonderful little Homeland is yours, and what a good climate it has for work and for play.

Mineral Wealth

Besides the advantage of a genial climate, the British Isles possess rich stores of coal and iron as well as other useful minerals.

Luckily most of the coal is near

enough to the sea to make it easy for cargoes to be sent away to other lands for sale ; and what is more important still, the iron is near enough to the coal for the best use to be got out of both.

Iron makes the steel for machinery of all kinds, and coal provides the power to drive it. Our factories, our railways and our steamships to-day are still largely coal-driven, although electricity and oil are playing an increasingly important part in manufacture and in transport. It is our wealth of coal and iron that has made Britain a great manufacturing country, and dotted the seaways of the world thickly with British steamers made of British steel, driven by British coal, carrying British goods to all parts of the world that can be reached by sea-going vessels, and bringing home again the foodstuffs for Britain's millions of workers and raw materials for her busy factories.

When we think over all the advantages possessed by the land in which we live we see that very few countries are as fortunate as ours in their natural



A PANORAMA OF THE HARBOUR AT DOVER—

known to the Romans as Dubris, Dover is one of the most historic of the Cinque Ports which, from the time of Edward the Confessor until the fifteenth century, had the task of providing warships for the defence of the kingdom. In this picture (left) we see part of the Castle within whose walls are the remains of a Saxon fort and a Norman lighthouse.

wealth, their fertility, their climate and their position in the world of to-day.

In the visits we shall make to different parts of our Homeland in the following pages, we shall understand many things if we remember that all things we have and use are the gifts of the Earth, and that the rocks of which our land is built up decide not only its particular types of scenic beauty, but very often the kind of work people do and the ways in which they live and move and have their being.

The Changing Face of Britain

This well-worn phrase was never more apt than at the present time. As a result of the Second World War and the national and international problems that have arisen from it, life in these islands of ours has changed enormously and is still changing at a tremendous rate. War swallowed up the wealth we had accumulated abroad; war compelled us to increase the number and

productivity of our factories and, in some cases, to disperse them from their old accustomed centres; war, too, led to the development of new industries and new methods, and took our women-folk from their homes into the workshops and factories in unprecedented numbers. When peace came, we could see that something very like a quiet revolution had taken place, and changes in the management of our resources and in our ways of life have since increased the speed of that revolution considerably.

In recent years we have seen the coal-mines, railways and certain forms of road transport, the gas industry, and the production and distribution of electric power pass into public ownership. The development of these industries under State control has brought many changes. We have also seen the redistribution of some of our old industries, and the establishment of new ones in the neighbourhood of large towns and

THE HOME OF THE BRITISH



--MOST FAMOUS OF THE KENTISH CINQUE PORTS

T. J. J. J. J.

During the Second World War, Dover was in the front line. It was bombarded repeatedly by long-range German guns along the French coast near Calais, and heard the roar of its own heavy guns replying to these attacks. To-day it has returned to its happier life as the starting point for many a holiday in Europe for those who like the short sea crossing from Dover to Calais.

cities where there is good transport and adequate electric power is available from the National Grid. Town and Country Planning is creating new towns as dormitories for people from such old over-crowded areas as London and as centres of new industrial ventures. Many towns in Britain are following the examples of London and Paris and are developing on their outskirts industrial belts where a great variety of manufactures is produced. For modern transport—by road, rail and air—no longer compels industries to be sited near the sources of their raw materials or near the ports by which these raw materials enter the country. Readily available power and transport are important keys to the location of our industries to-day, although—as you will learn in the following pages—the old, traditional centres retain their prime importance.

To-day, as you will realise when

you read the section on "Our Trade with the World," Britain strives to be the workshop of the world. Modern Britain lives by her trade, and so we have often been forced to deny ourselves the fine things that British craftsmanship produces in order that these things may be sold and shipped abroad to pay for the food and raw materials without which we cannot live.

Old Gives Way to New

For such reasons we are expanding our industries as much as possible and thoroughly modernising them where this has not already been done. Old is giving way to new as up-to-date machinery is installed in mine and mill; and our urgent need for such minerals as iron and coal has led us to supplement the products of the mines with those of the open-cast system, sometimes paying as the price of our industry the temporary disfigurement of our countryside.

But the slag heaps, grime and scarification that are inevitable to much of our industry do not mean that we have forgotten or cast aside the beauties of our Homeland.

To-day they are safeguarded by such means as green belts with which our town planners encircle modern cities, and by such schemes as those for National Parks and Forests. Such bodies as the National Trust play an important part in preserving our beauty-spots and historic places—for these things of beauty which are our

heritage are essential to the British scene. They provide the relaxation that all of us need and help us to earn our living by bringing to our Homeland thousands of foreign tourists every year.

As you read on, you will discover more about the people and places which go to make our Homeland, and you will find much of which you can be proud. For Britain is as beautiful as she is industrious, and it is within our power to build for her a future even more glorious than her past.



SHAKESPEARE'S CLIFF, DOVER

British Council

Everyone making the Channel crossing from Calais to Dover knows Shakespeare's Cliff, whose sheer, white sides form part of the 'White Walls of Old England'. The cliff is of chalk and rears its great bulk to a height of more than 350 feet above the beach and above the railway which pierces its massive base. The cliff is one of our famous coastal landmarks which welcome the visitor and speed the parting guest.

LONDON AND THE THAMES BASIN



BUCKINGHAM PALACE, THE EAST FRONT

Associated Press

Buckingham Palace, the London residence of British Sovereigns for nearly two centuries, stands on the site of the old Mulberry Garden where James I tried to encourage a national silk industry. Originally built by John Sheffield, Duke of Buckingham, as a red brick mansion, the Palace was later bought by George III. It was rebuilt in 1825 by John Nash, the East Front was added about 1847 and later remodelled.

"I go hence
To London, to the gathering place of
Souls."—*E. B. Browning.*

LONDON is the heart of the British Commonwealth and first port of the Commonwealth on the river Thames that has been called "the highway of the world."

Although for sheer size and population London is closely rivalled by New York, London has what New York can never possess—a wonderful history that can be traced in her buildings and monuments in almost unbroken sequence from Roman times to the present day. We could fill this book with the tale of London, and still leave the story unfinished.

The beginnings of London were in the little village that grew up by the first London Bridge, which was built by the Romans, and was crossed by the

Roman road that we know as Watling Street. Even then London was a port for ships carrying goods brought by traders from different parts of the country and sent to the Continent by the Romans. But many long years had to pass before it had grown enough in size and importance to become the capital of England.

The Tower, built by Bishop Gundulf under William the Conqueror, reminds us that it was in the Norman period that London became the centre of government; and from the Conqueror's time until now the Tower has been a storehouse of history. Westminster Abbey, re-built in the eleventh century—"our national Valhalla," as it has been called—is a monument that enshrines within its walls historical memories that reach back in a continuous chain to the very day on which its foundation stones were laid.

SIGHTS AND SCENES OF LONDON



Planet

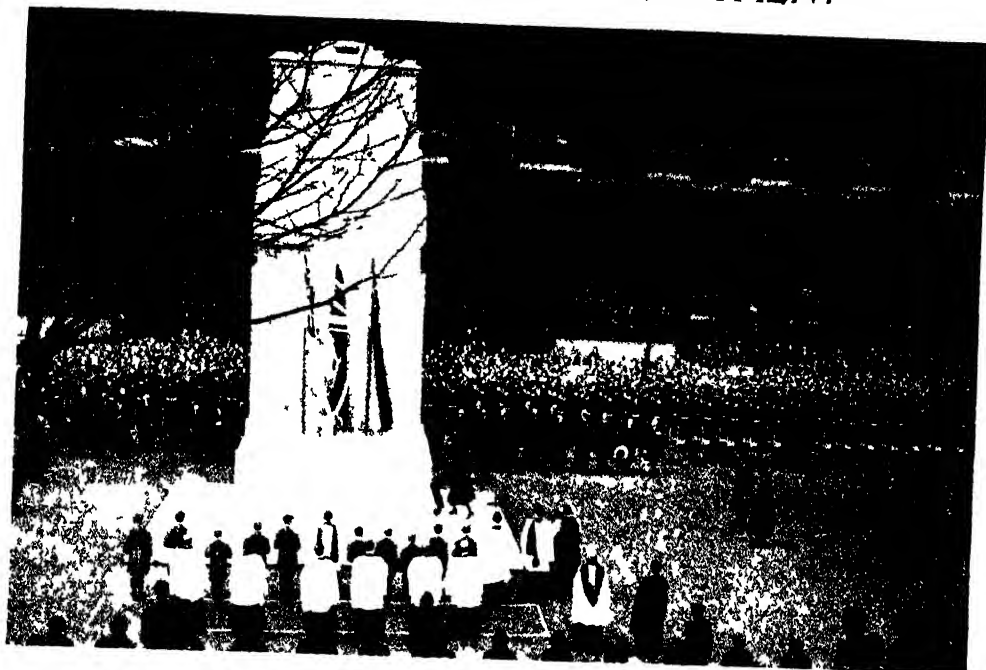
Air raids destroyed many buildings near St. Paul's Cathedral, thus providing this new view of Sir Christopher Wren's masterpiece. The Cathedral occupies the site of an earlier one irreparably damaged in the Great Fire of 1666. The Cross on its dome stands 365 feet above London.



Topical Press.

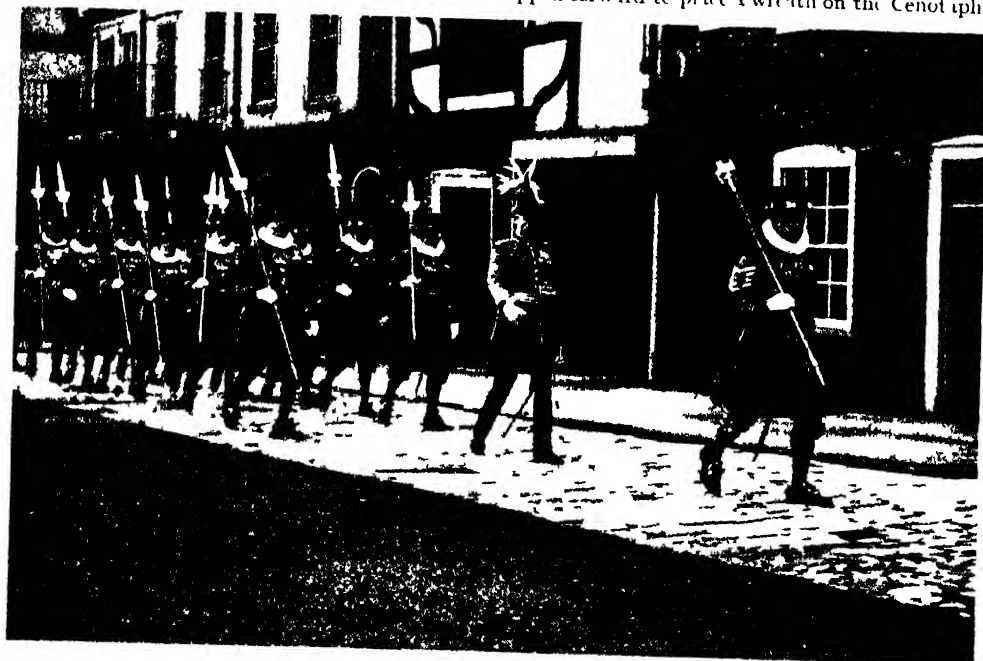
The new Waterloo Bridge seen in this picture was begun in 1937 and completed in 1944; it replaced an older bridge built by John Rennie which had served London for over a century. Parts of Rennie's bridge went to his Scottish birthplace to form a memorial to the great engineer.

"WE WILL REMEMBER THEM"



Bippa

On Remembrance Day each year the leaders of the nation together with many ordinary citizens gather at the Cenotaph in Whitehall London to pay homage to those who died in two World Wars. In this picture the Queen is seen as she stepped forward to place a wreath on the Cenotaph.



Planet

Wearing Tudor uniform the Yeomen Warders escort the Governor of the Tower on a ceremonial occasion. Heading the procession is the Chief Yeoman Warder who carries the Tower Mace which is surmounted by a silver model of the White Tower.

GUILDHALL AND LORD MAYOR



W. G. Davis.

Much of London's original Guildhall was destroyed in the Great Fire and still further damage was done during the Second World War, its spire and beautiful roof being burnt. Lady Jane Grey, Lord Guildford Dudley, and Archbishop Cranmer were tried here in 1553.



Central Press.

On November the Ninth each year, the Lord Mayor rides to the Law Courts to receive the Royal Assent to his election. He is seen here accompanied by his mace-bearer and the mace, in his famous coach, escorted by members of the Honourable Artillery Company in pikemen's uniform.

BUSY THOROUGHFARES



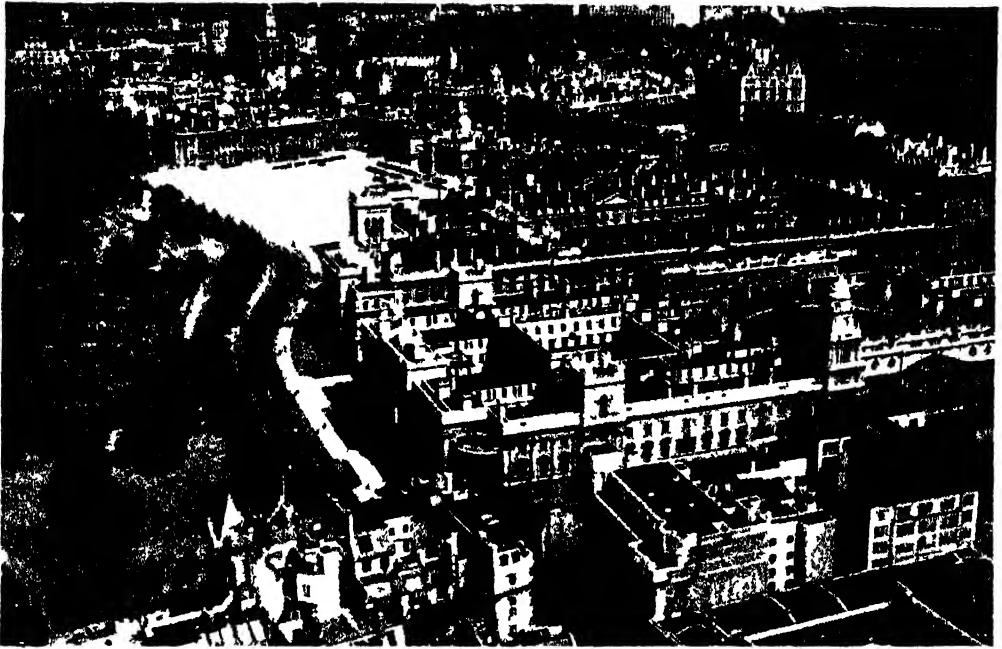
Seven important streets converge at the Bank of England whose buildings are seen on the left in this picture. The Bank is sometime, referred to as "the Old Lady of Threadneedle Street." Facing us is the Royal Exchange, the third to be built here since its foundation in 1571.



Photos Topical Press.

A Venetian visitor to fourteenth century London found fifty-two goldsmiths' shops in the Strand where such palaces as Baynard's Castle once rose proudly on the banks of the Thames. To-day, goldsmiths and palaces alike have gone and the Strand is flanked by shops, hotels and offices.

WHITEHALL, CENTRE OF GOVERNMENT



Crillon

This fine aerial picture shows (left) part of St. James's Park, and beyond the Horse Guards Parade. To the right of the Horse Guards is the War Office, and nearer to us are various other Government departments and ministries, all of which flank Whitehall.



Walter S. H.

One of London's best loved statues is that of Eros which surmounts the fountain at Piccadilly Circus. Eros seems to symbolise London itself, and whenever there is thanksgiving or rejoicing Londoners gather round the fountain which he dominates.

TWO FAMOUS MUSEUMS



A. L. Kerline

The Natural History Museum at South Kensington is one of several which came into being after the Great Exhibition of 1851 when it was decided to set up permanent collections in London. Thus we have the Victoria and Albert Museum, the Science Museum and the Natural History Museum.



Merrill

The British Museum was first opened in 1759 but the present building was erected during the nineteenth century. The Museum Library is the largest and most valuable in the world. Its ticket holders use the famous Reading Room which has seats for over 450 readers.

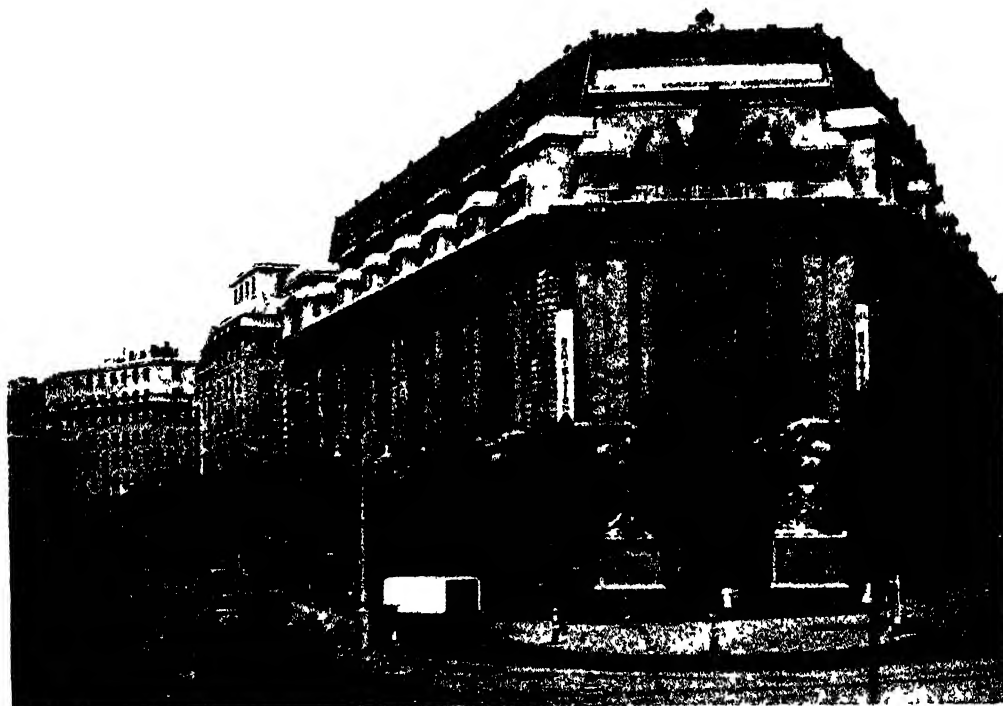
The name London really belongs to the City, which extends from where old Temple Bar once stood, to Bishopsgate and Aldgate, and from Thames-side north to the lines formed by Finsbury Square, Barbican and Holborn. To-day there is the County of London, which in 1951 had a population of 3,348,336 people while Greater London had 8,346,137.

What is London ?

But London to most people now means the mighty growth of human settlement that includes the distant suburbs and still day by day is pushing its way outwards in every direction where there is land for it to grow. This Greater London is still the greatest town the world has ever seen.

London is the focus of British roads and railways ; all the world's seaways

lead to it, and its docks provide accommodation for ships of all the seafaring nations of the globe. It is an airways centre, too, whose old airport of Croydon is now used only by light 'planes. London Airport at Heathrow, now one of the finest in the world, is used chiefly for inter-continental traffic, while Northolt, not far away, deals mainly with home and European traffic. A third airport at Bovingdon is chiefly for freight, while a fourth at Blackbushe, near Camberley, is a relief airport for use in bad weather. London is a great business and banking centre whose interests are not only British, but world-wide. It is a great manufacturing centre, too, with a wider variety of products than any other manufacturing city in the world. It is the centre of a government that is still a model for the liberty-loving

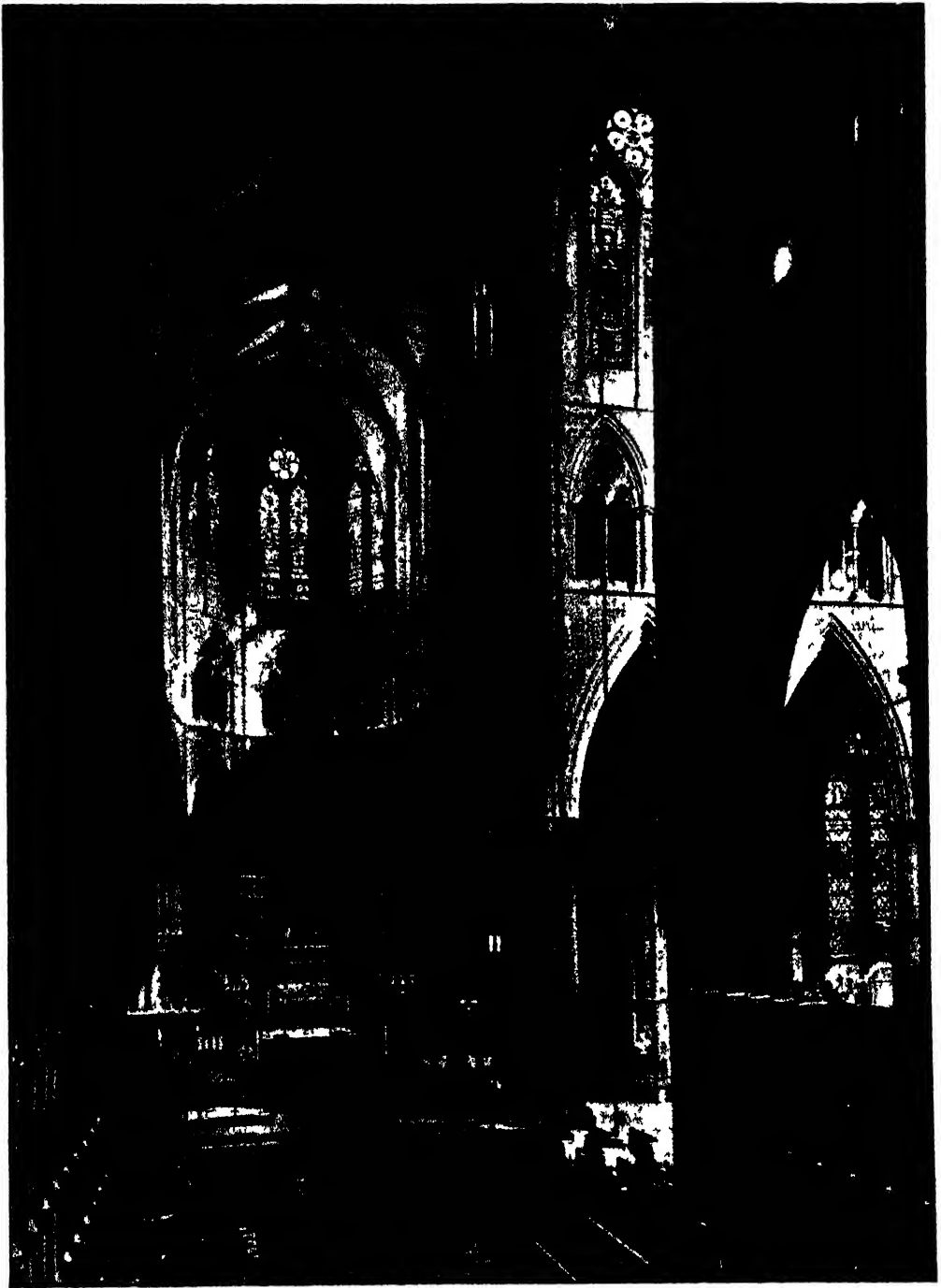


AUSTRALIA HOUSE, LONDON

Topical Press

All the member nations of the British Commonwealth have headquarters in London, the Commonwealth capital. Along the Strand you will find the offices of the Governments of the various States of the Commonwealth of Australia. At the eastern end of Aldwych, where it joins the Strand, is Australia House itself.

THE MOST HISTORIC CHURCH IN ENGLAND



Walter Scott

Planned and, for the most part, built by Henry III, the Abbey Church of Westminster is the most historic of our churches. Here English sovereigns are crowned and here the famous men of our country, who have served the nation well, are laid to rest. The noble proportions of the Abbey are clearly seen in this picture of the Choir, Sanctuary, and High Altar. The Altar is modern, but the mosaic pavement before it consists of the restored remains of that brought from Rome about 1263.

WHERE KINGS AND QUEENS ARE CROWNED



Albert He .

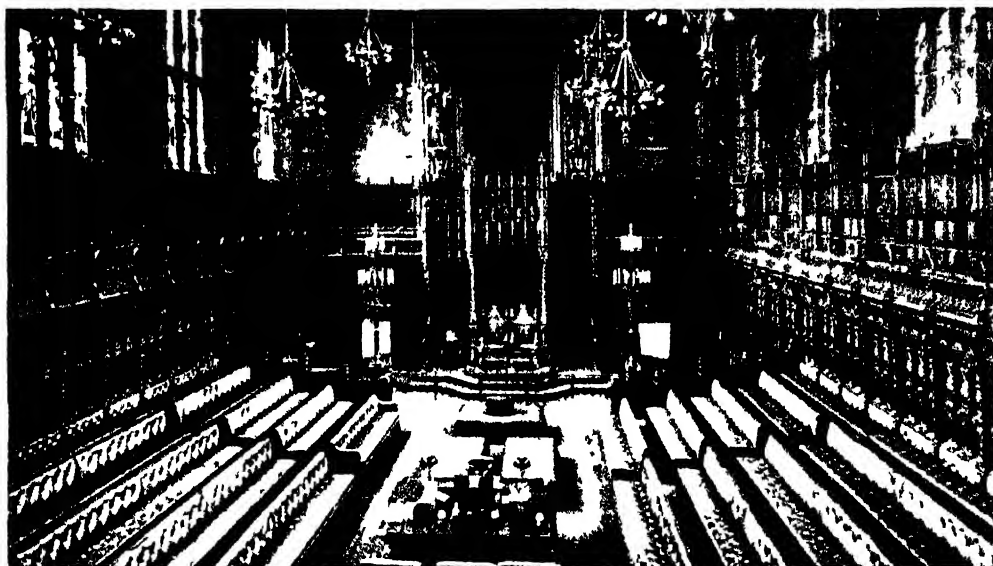
Since Norman times, England's kings have been crowned before the High Altar of Westminster Abbey. The mosaic of the Last Supper is wrought in Venetian glass; above it are the words "The Kingdoms of the World are become the Kingdoms of our Lord and of His Christ."



H. N. King.

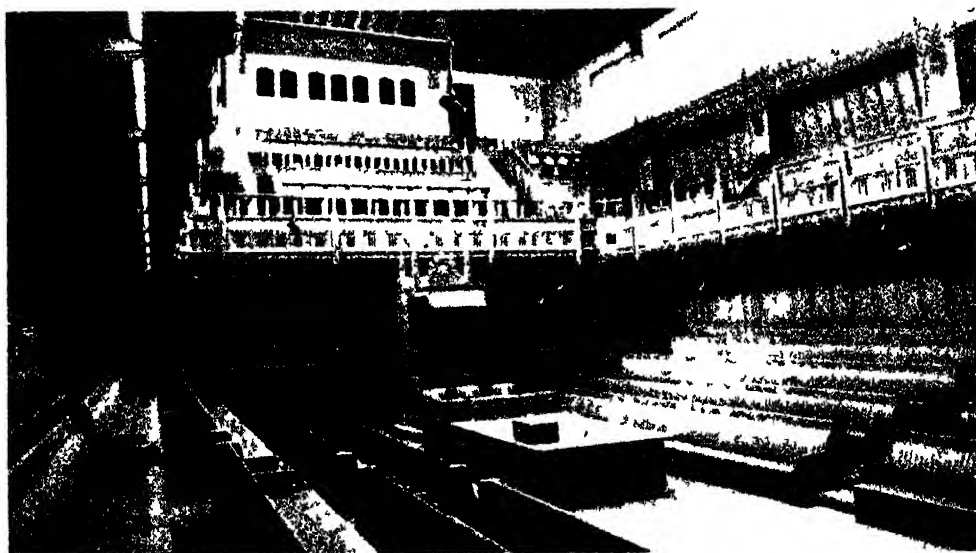
Banners hang over the stalls of the Knights of the Bath in the Henry the Seventh Chapel at Westminster Abbey. The Order of the Bath, conferred for military or civil service to Queen and Country is one of the greatest honours that can be bestowed. It was instituted by George I in the year 1725.

INSIDE THE HOUSES OF PARLIAMENT



W. G. S. II

In this photograph you obtain a very clear idea of what the House of Lords is like inside. In the centre the two raised chairs are the thrones, with the distinguished strangers' gallery just above. The galleries at the sides are for peepers. Just beyond the table you see the wool-sack occupied by the Lord Chancellor. For centuries a sack of wool has been the official seat.



W. G. S. III

On the night of May 10th, 1941, the House of Commons, which had been in use for nearly 11 centuries, was destroyed by enemy bombs. For nine years the faithful Commons sat mostly in the House of Lords. The new House of Commons, seen above, was opened by King George VI on October 26th, 1950. Many gifts from the Parliaments of the British Commonwealth countries enhance its importance as the Mother of Parliaments.

nations of to-day, and the home of a Parliament that is known all the globe over as "the Mother of Parliaments." It is the capital of all the self-governing nations and colonies which are united in the British Commonwealth of Nations.

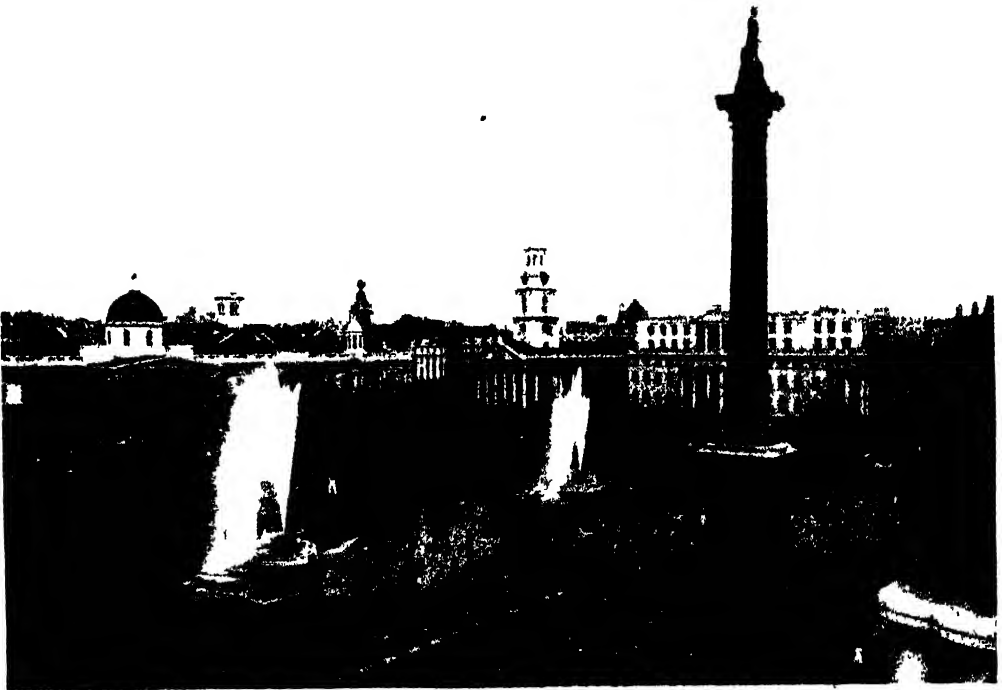
The London Basin

London in its local relation is the centre of the "London Basin," which is really the lower basin of the Thames, extending from the gap in the chalk hills west of Reading to the sea, and lying between the chalk ridges of the Chilterns and the North Downs, through both of which roads and railways find their way by gaps in the hills, from the London Basin to the rest of Britain. As well as farmlands, the Lower Basin has

such manufacturing towns as *Dunstable* and *Luton*, where straw hats are made and where there are large engineering and industrial plants: *High Wycombe* which makes beech from the Chilterns' woods into chairs and other furniture: and, along the Kentish shores of London river, at such places as *Dartford* and *Greenhithe*, paper mills fed with raw material from the forests of Canada and the Baltic.

Reading is the "biscuit town" of the south. It has iron foundries, too. From it British Railways main lines diverge to Oxford and the Midlands, and to the west *via* Swindon, the railway engineering town, or *via* Hungerford to the west country.

Above Reading, and beyond the gap which the Thames has cut between the



LONDON'S BEST-KNOWN SQUARE

Topical Press

The world knows Trafalgar Square, where Nelson surveys the capital of the British Commonwealth from the top of his famous column. The overall height of the column is 170 feet, 2 inches, and the figure of the famous admiral is three times life size. Beyond the column we see South Africa House, then (left) the church of St. Martin's-in-the-Fields and the National Gallery. The most recent additions to the monuments in the square are memorials to Lord Jellicoe and Lord Beatty.

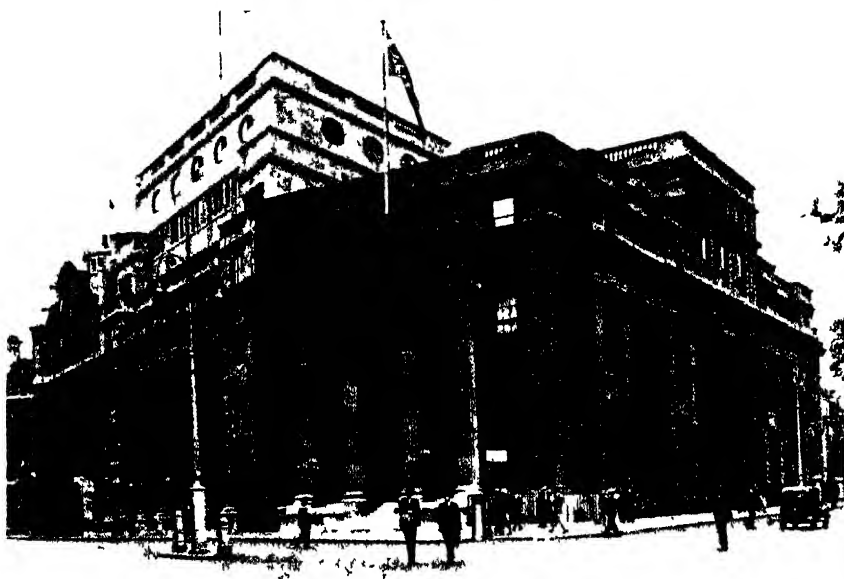
IN WESTMINSTER CATHEDRAL



Mirrorpic.

This picture, taken at a solemn moment during the celebration of Mass at the High Altar of Westminster Cathedral, shows the ornate splendour which characterises the interior of the largest Roman Catholic church in Britain. Built in the Byzantine style and completed externally in 1903, the Cathedral is the church of the Cardinal Archbishop, who is seen in the picture in his robes kneeling before the Altar at the sacred moment of consecration.

TOWARDS THE WEST END



11/11/11

Meeting each other across Trafalgar Square are the offices of two Commonwealth nations. The Union of South Africa shares the east side with St. Martin's in the Fields. On the west side is Canada House, shown in this picture.



Walter S. H.

Like Regent's Park, Regent Street came into existence as part of the Prince Regent's plan for a fine villa linked to Carlton House by a stately road. Nash, the famous architect, had a hand in this scheme, but the present modern thoroughfare is best known for its fashionable shops.



PARK AND PALACE



David McEllan.

Hyde Park is the most famous of London's open spaces and occupies an area almost as great as that of the City of London itself. In this picture we see the Serpentine, the lovely stretch of water within the Park which was formed from the ponds of the old West Bourne by Queen Caroline.



A. F. Kerstin.

The London residence of the Archbishop of Canterbury is the last of the capital's old riverside palaces. Originally the manor house of Lambeth, the palace has buildings which date in part from the thirteenth century. The gatehouse seen in this picture was built about 1400.

Marlborough Downs and the Chilterns, is the Upper Thames Basin, which includes the fertile plain of Oxford, and stretches westward to the beautiful Cotswold Hills, whence flow the "seven springs" that unite to form the young Thames. This Upper Basin is very different from the Lower Basin at whose heart lies the great metropolis—with its busy docks and markets, its factories and business centres, and its

Thames, murky with the tide of commerce and clamorous with the voices of ships and men of all trading nations of the world.

City of Spires

The centre of the Upper Basin is the lovely city of Oxford, the ancient home of culture and learning, rich in history and in art—a city of beautiful towers and spires, set in a green and

pastoral countryside, and one of the most famous cities in the world. Every one who can, goes to see Oxford; and those who go, long to return. Oxford has played an important part in England's history: not so much because of its famous University, as its key position on the routes north and west of London. Indeed, its fame as a stronghold and a trade centre was widespread some time before it became known as a University city. From the times of Canute onwards, Oxford was the scene of many a great assembly in English history; its name is given to the Provisions of Henry III's reign which are so important in our constitutional history; it was at Oxford that Charles I held court during the Civil War; it was to Oxford that the second Charles went when the

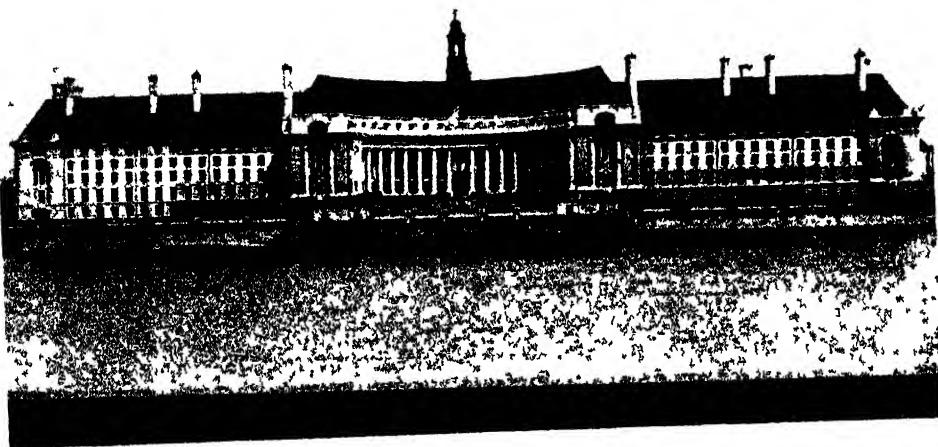


CLEOPATRA'S NEEDLE

Topical Press

Brought to England from Alexandria, Egypt, in 1878, this 3,500-year old relic of Ancient Egypt now stands upon the Victoria Embankment, London. Cut from red granite and weighing about 186 tons, the Needle has a companion obelisk in Central Park, New York. Both once stood at Heliopolis. Despite its name, the Needle on the Victoria Embankment has no connection with the famous Queen Cleopatra.

LONDON'S GOVERNMENT AND LAW



The County, as opposed to the City, of London, is governed from the County Hall on the banks of the Thames. This Hall, shown above, was begun in 1912 and was formally opened by King George V in July, 1922. It stands almost opposite the Houses of Parliament.



Photos Topical Press

The four Honourable Societies of the Inns of Court were formed in the early fourteenth century and constitute what is virtually a university of English Law. Here we see Lincoln's Inn which was once the London estate of the third Earl of Lincoln. The buildings include the sixteenth century Old Hall and gatehouse.

Great Plague swept through London

To-day, however, we know the city best from its great University whose many historic colleges and other buildings are places of pilgrimage for visitors from near and far. We know Oxford, too, for its pleasant waterways, and for the beauties of the surrounding countryside. Not many miles north-west of the city is the small town of Woodstock

where stands the great Palace of Blenheim built for that inspired soldier, the Duke of Marlborough, and named after the most famous of his victories.

But Oxford is considerably more than a rural centre or a University town. You have only to see the busy traffic in the "High," as the High Street is called, to realise that the city does not dwell in the past. Oxford has industry, its

suburb of Cowley contains one of the largest car manufacturing plants in the country.

In this pleasant vale, farming is the main business, although remnants of its ancient woollen trade still persist at Witney and you can go to wonderful old towns and villages in the Cotswolds whose fine churches and monuments tell the story of a once great and flourishing woollen industry, and of the days when Cotswold woollen manufacturers were merchant princes, and Cotswold towns among the most important in the land.

It is the grey Cotswold stone that makes the towns and villages here so attractive—the grey stone and the fresh bright green of the Cotswold pastures. Exploring beyond Stow-on-the-Wold and lovely Burford on the little river Windrush, we find such quaintly-named places as the Slaughters and the Swells, delightful villages and hamlets that make this one of the most beautiful districts in our islands.



William Geillon Davis

THE STATUE OF PETER PAN

Peter Pan, the boy who would not grow up, is known to us all as the hero of Sir James Barrie's immortal fairy story. Sir George Frampton's statue of Peter, near the Long Water in Kensington Gardens, shows him surrounded by the fairies who were his companions and is one of the most famous and delightful of London statues.

The Seven Streams

The Windrush is one of the small streams which gives its waters to make the

larger river, our Thames. The others? There is the Churn, on whose course lies Cirencester which, as Corinium, was the fourth largest town in Roman Britain. There is the Cherwell, which joins the Thames at Oxford: the Evenlode, the Colne, and several others which together make the Thames a river of romance that is also rich in history and in beauty

It is the Thames whose waters flow past Cardinal Wolsey's splendid palace of Hampton Court, having already passed through



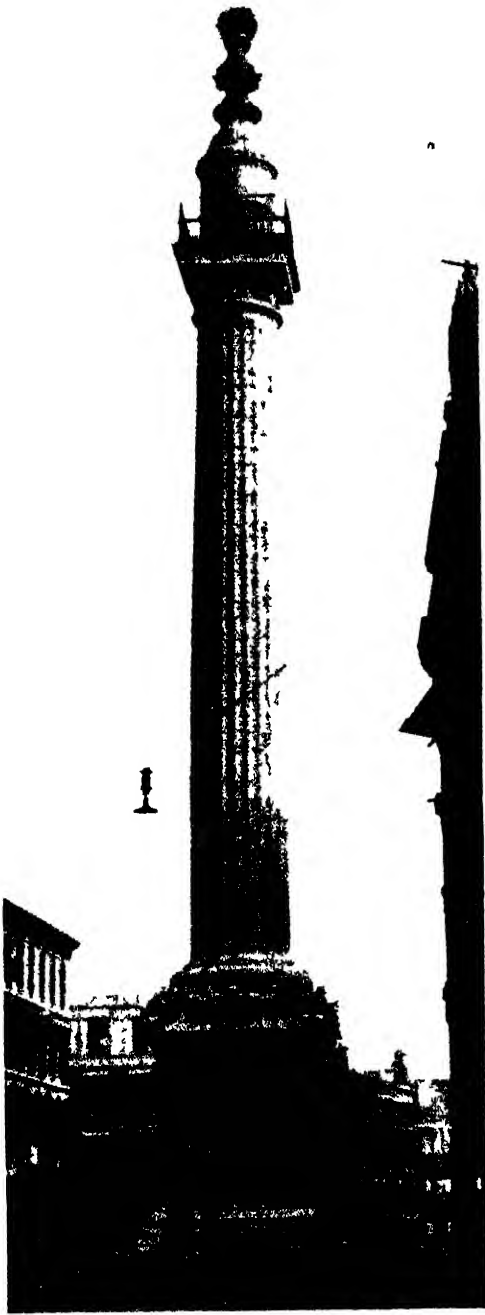
ONE OF LONDON'S SIGHTS

Every visitor to London goes to the Horse Guards to see the sentries there in their splendid full dress uniforms. The Horse Guards, between St. James's Park and Whitehall, is a building that was once the headquarters of the Commander-in-Chief of the British Army, and the pictures show troopers of the Life Guards, the senior regiment of the Household Cavalry, on sentry duty.

royal Windsor where the magnificent castle of our kings and queens rises upon a chalk cliff overlooking the river. Along its course are the regatta towns, Henley and Marlow, where oarsmen from many parts compete, and those reaches—or stretches of the river—which have won fame through the sheer loveliness of their scenery.

The river, too, from mouth to source, speaks of history. Its Nore, which is the seaward limit of its Estuary, is remembered for the naval mutiny of 1797; here, too, invasion fleets assembled during the Second World War. Upstream lies Tilbury Fort, where Queen Elizabeth spoke such stirring

Topical Press



William Gordon Daint

THE MONUMENT

Towering over Billingsgate's fish markets, the Monument commemorates the Great Fire of London of 1666. Its height is 202 feet, this being the distance of the Monument from the Place in Pudding Lane where the fire began.

words to her troops before the defeat of the Armada, and—passing through London—we come to Runnymede where King John granted the Great Charter. Reading, the biscuit-manufacturing town that we have already noted, has its ruined abbey within whose walls "Summer is i-cummen in," reputedly the first English song, was composed.

The Bristol Avon

The Thames and Reading are connected with the old Roman city of Bath and the ancient port of Bristol by the Kennet and Avon Canal, whose route is closely followed by one of the main railway lines.

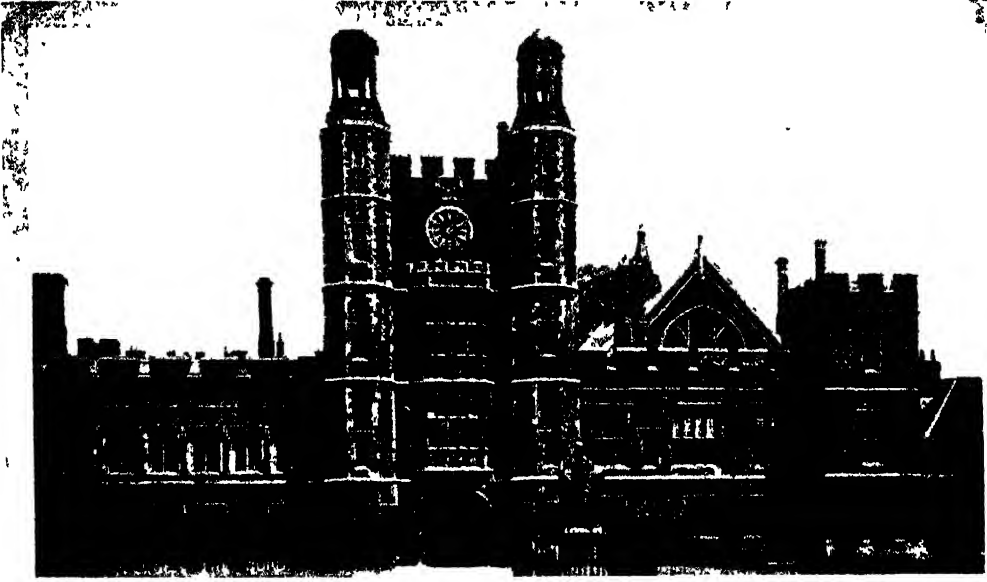
Bath owes its fame to its mild winters and—above all—to its famous hot springs which made it a favourite resort of the ancient Roman conquerors who saw in its gentle climate something that reminded them of their distant homes in Italy. A Roman bath, built about the first century, can still be seen there. But the period of Bath's greatest glory was the eighteenth century when the city became the resort of fashionable society, when such as Beau Nash were supreme in the Grand Pump Room. The stately qualities of these times are preserved for us in many of the buildings of this lovely city which, standing in its amphitheatre of hills, is still visited by thousands who come to drink of the healing waters and bathe in the warm pools.

Georgian Bath

Bath is one of our oldest cities, and was known to the Romans as *Aqua Sulis*, meaning the Waters dedicated to Sul, a goddess of those times. It has, too, a fine Gothic church, upon whose West Front some mason of bygone time has carved the story of Jacob's Ladder.

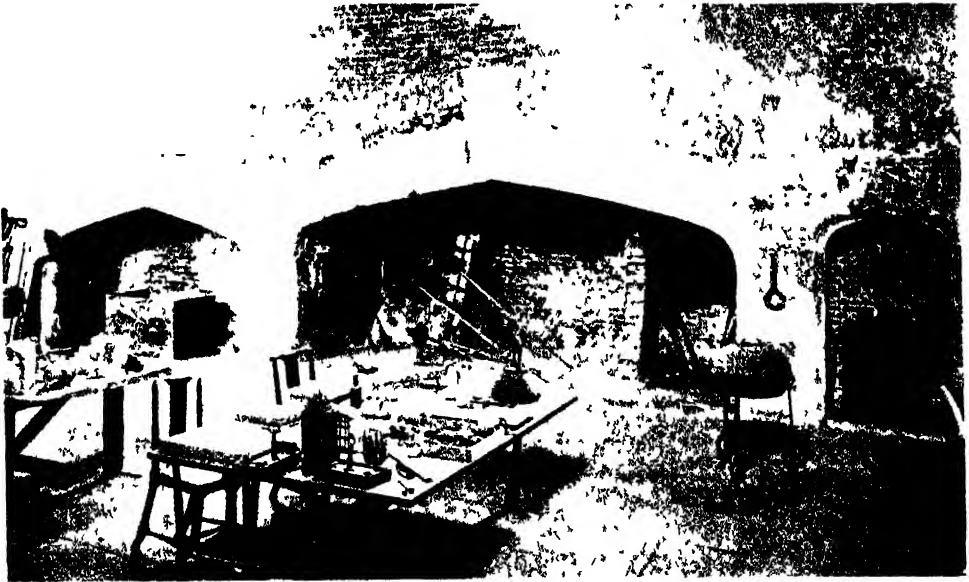
But, as one might expect, Bath's greatest architectural beauties belong to Georgian times when it was fashionable to drink the waters at a spa,

BESIDE THE THAMES



Photochrom.

On the Thames, immediately opposite Windsor, is Eton College, one of our great public schools for boys which dates from the reign of King Henry VI. Part of its buildings has stood since 1448, but here we see the sixteenth century Lupton's Tower and the main schoolyard.



H J Shephard.

Another magnificent Thameside building is Hampton Court Palace which was built by Cardinal Wolsey and presented by him to King Henry VIII. This picture shows part of the palace kitchen, which is kept exactly as it was in Wolsey's time. Notice the curious cooking implements of those bygone days and the spits upon which large joints were roasted before the open fire.

THE TOWERS AND SPIRES OF OXFORD



Oriel Tower

There are over twenty colleges in the University of Oxford. Oriel College, part of whose front quadrangle is seen in this picture, dates from 1527.



Tom Tower

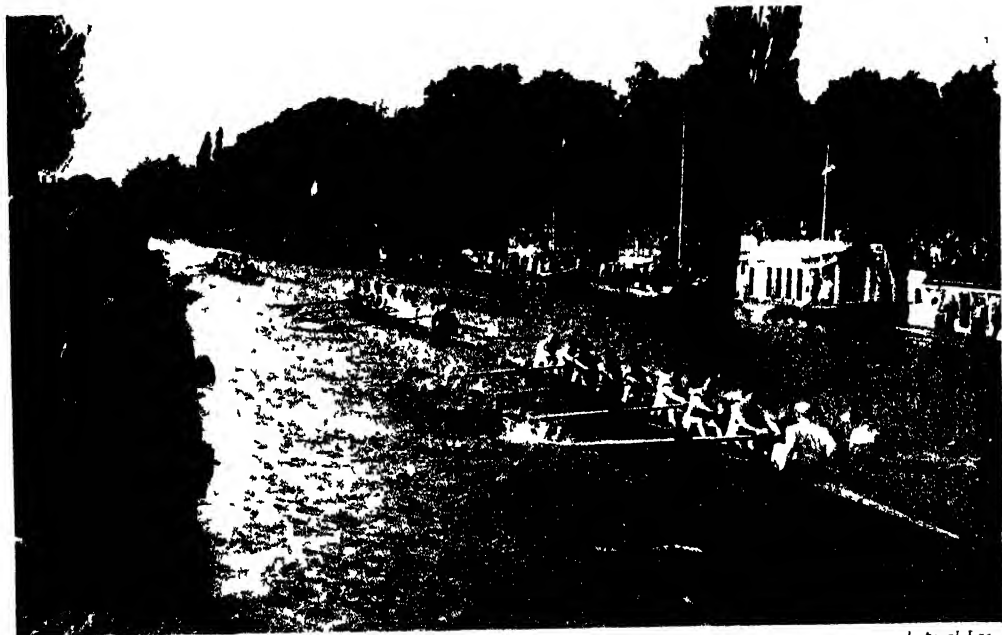
Tom Tower takes its name from its massive bell and is the entrance to Christ Church College, founded by Wolsey, whose chapel is also the Cathedral of Oxford.



Topical Press

This aerial view shows the heart of the University City of Oxford with the innumerable spires, doings and towers that make the Oxford skyline unique. Notice the domed building (top centre) of the Radcliffe Camera, used as a reading room for the Bodleian Library.

AT OXFORD AND BRISTOL



L. F. Kerling

Twice a year "bump" races take place on the Thames at Oxford, similar races are held on the river Cam at Cambridge. Crews from the different Colleges race on a course a little over a mile long starting a set distance apart from one another and each trying to "bump" the boat in front.



L. F. Kerling

This is Bristol seen from the Cabot Tower on Brandon Hill erected to commemorate the fourth centenary of the discovery of America by John Cabot and sons Lewis, Sebastian and Sanctus. In the foreground is the Memorial Tower of the University. This is 200 ft. high and contains a bell weighing 10 tons.

TWO OF ENGLAND'S GREAT SEAPORTS



Topical

Liverpool, Lancashire, on the right bank of the River Mersey and some three miles from the sea, is one of the greatest trading centres of the world and the principal port in the United Kingdom for the Atlantic trade. Cereals, sugar, timber, cotton, oil and fruits come to Liverpool by sea.



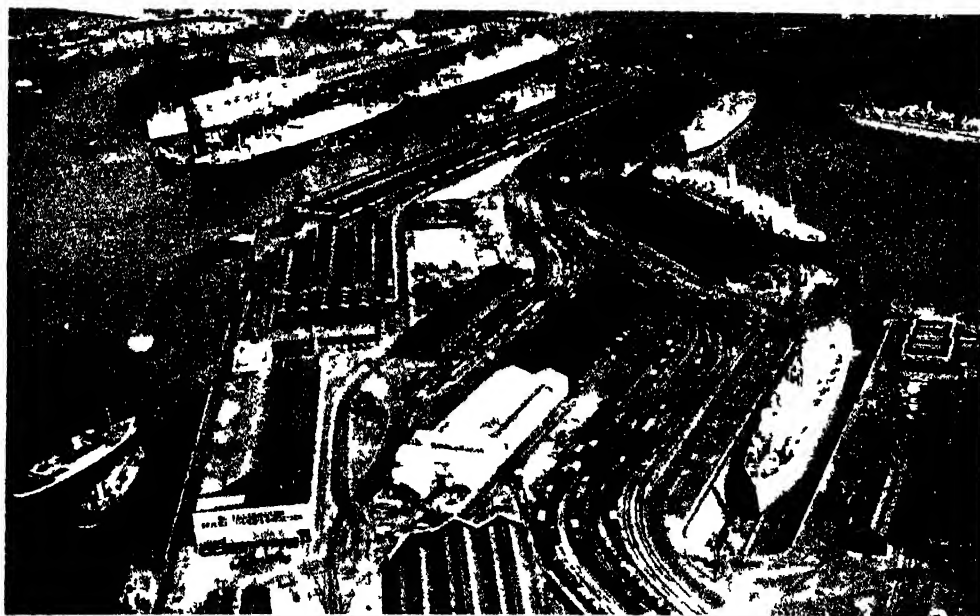
Topical

The great docks at Southampton cover some hundreds of acres and are steadily being enlarged. They stand at the mouths of the Rivers Itchen and Test and the open sea is reached either by the Solent, north-west of the Isle of Wight, or by Spithead, round the Ryde and Bembridge corner.

LIVERPOOL AND SOUTHAMPTON DOCKS



Liverpool's beginning as a port goes back to Norman days and its history has been largely concerned with merchant shipping. From Liverpool the famous clippers sailed to China, India and Australia and some of the earliest steamships made the Atlantic crossing.



In this photograph we have another view of the docks at Southampton, showing a number of ocean liners at the quayside while in the right foreground can be seen a liner in the graving dock for repair. Southampton is the home port of the *Queen Elizabeth* and *Queen Mary*.

whether one was ill or not. The worthy citizens of the Bath of that time were aware of the leisured life led by men and women "of Quality," and by providing a round of tasteful entertainment at the spa lured the rich from their more familiar haunts in London. When Beau Nash became Master of Ceremonies at the spa, its popularity grew so rapidly that more houses were needed. Accordingly, the Woods father and son--were employed, the one designing

the North and South Parades, and the Assembly Rooms, and the other the Royal Crescent. The latter is a particularly splendid example of the architecture of the time, and we who look upon it to-day find it hard to realise how little public opinion favoured Royal Crescent when it was new.

Another of the sights of Bath is the Pultney bridge which, since it is walled in, reminds us of those days when the bridges of England, like the Ponte Vecchio in Florence, had shops and houses upon them. Beneath the bridge the waters flow, and we are once more upon the Avon which, with the Kennet and Avon Canal has brought us so far from our starting point of London upon the Thames that it is the most famous of all English rivers.

Farther down the Bristol Avon is Bristol, the old port whence the Cabots sailed in Henry VII's reign to discover Newfoundland. Their achievement is commemorated by the Cabot Tower on Brandon Hill. Bristol is the largest city in the west of England and is also an industrial city, with cigarettes and chocolate among its manufactures. But the great docks now lie at Avonmouth, which is virtually the outport for Bristol and which is everything that is meant by a modern deep water port.



BUILT BY THE ROMANS AT BATH

J. Dixon Sculp.

The Ancient Britons knew of the properties of the waters of Bath for curing ill health, and then conquerors the Romans actually built the bath seen in this picture. Many centuries later when coaches were the chief means of getting from one place to another, Bath was a great meeting place for the leaders of society and for famous literary persons. Behind the Roman Bath in this picture is Bath Abbey Church, whose west front bears the story of Jacob's Ladder carved in stone.

THE GARDEN OF ENGLAND



The Times

THE "SEVEN SISTERS" OF SUSSEX DOWNLAND

The Sussex Downs from Cuckmere Haven to Birling Gap come sloping to meet the sea in the form of tall chalk cliffs which are known as the Seven Sisters. They are true White Walls of Old England familiar to everyone who passes up or down the English Channel and extend practically from Seaford to Eastbourne. To prevent these landmarks from being disfigured by buildings they and the Downs immediately behind have been purchased for the Nation.

At least two favoured regions of south-eastern England call themselves "The Garden of England" one, the fair county of Kent, and the other the Isle of Wight and both of them have excellent rights to the title, for both are beautiful and fertile lands in the sunniest quarter of our Homeland, where fruits and flowers come to perfection and where the climate is delightful throughout the greater part of the year.

Both belong to the beautiful Downland region between the Thames and the English Channel. From Salisbury Plain (which is really rolling chalk country, with valleys and hollows in it big enough to conceal large bodies of the troops who use it as a manœuvring ground), two great ridges of chalk hills run eastward (1) the North Downs with Dover and Shakespeare's Cliff at their seaward end, and (2) the South Downs coming to the sea by way of Hampshire and Sussex at the high cliff

of Beachy Head, from whose top Shakespeare says —

"The fishermen upon the beach
appear like mice."

Castle Towns

Both of these chalk ridges are cut by streams, many like the Blackwater, Wey and Medway finding their way to the Thames, and many like the Arun and the Sussex Ouse to the English Channel. In the gaps which these rivers have cut in the chalk ridges, stand old castle towns—Guildford on the Wey, Rochester on the Medway, Canterbury on the Kentish Stour, Arundel on the Arun, and Lewes on Sussex Ouse, all of which still have their ancient strongholds. To-day such towns still command the gaps as important route centres on roads and railways. The whole of the south-eastern corner of England is dotted with ruins of many castles built there, because this was the

nearest part of Britain to the Continent. To this day it plays an important part in our land and sea defences—Chatham (with its suburb, Gillingham) and Sheerness, Dover and Portsmouth are great naval stations; Canterbury, Winchester and Aldershot are military centres.

Between the Downs

Canterbury, however, is more famous as the seat of the Primate of All England, and many still go on pilgrimage to visit its wonderful Cathedral, and the ruins of the first Christian Church in England.

Between the North and South Downs

is the Weald of Sussex and Kent—the *Anderida Silva* of the Romans and the *Andredsweald* of the Saxons—with the Forest Ridges in the middle rising to over 800 feet in Crowborough Beacon. The Weald still retains remnants of the ancient forests, and here and there you may yet see traces of the old charcoal burners' fires where the charcoal for smelting the Wealden iron was made. The British iron industry, however, has long since gone north to the coalfields; but new collieries have been opened up in East Kent behind Deal and Dover.

All along the Kentish and Sussex shores are sunny seaside towns, well



A FARM IN "THE GARDEN OF ENGLAND"

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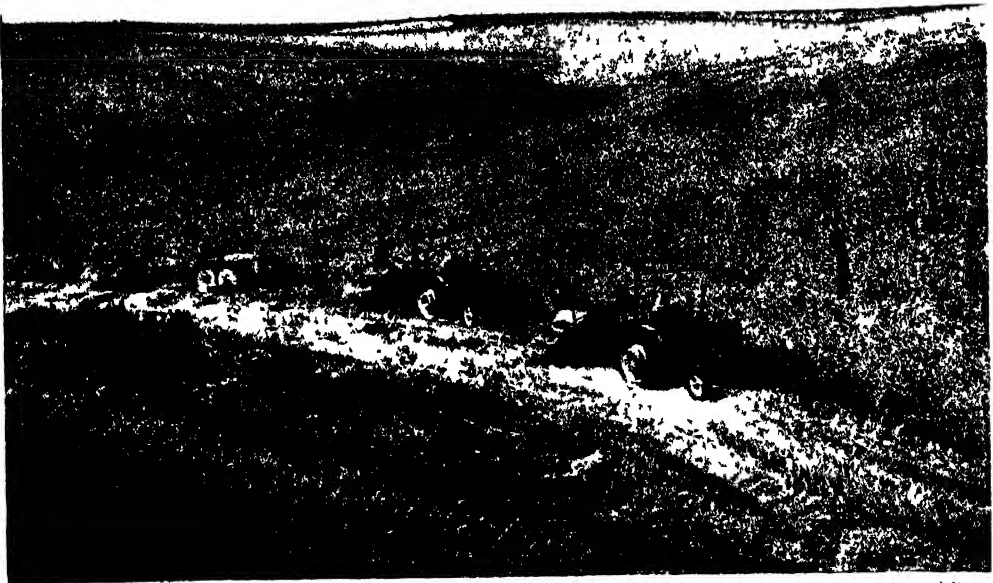
This oast-house farmstead nestling in the heart of its orchards is typical of Kent, the lovely county which is often called "The Garden of England." Oast-houses are really kilns in which hops or malt are dried; and Kent is Britain's principal hop-growing region, although hops are also grown in Sussex, Hampshire, Hereford and Worcestershire. Hops were not originally a crop native to our islands; they were imported from Holland many centuries ago.

KENT HOPS AND SUSSEX CORN



Ex Photo

Hops grow best on well-drained, sunny slopes, and hilly, sunny Kent grows more hops than any other part of Britain. When the hop-picking season begins, many additional workers are required to gather in the crop and the hop-fields present such a lively scene as is shown in this picture. These people have probably come from one of the large towns to spend a 'working holiday' in the country.



Central Press

The field in this picture is one of the largest of its kind in Britain and stretches for more than 200 acres over the rolling Sussex Downs. Its rich crop of ripe corn is being harvested by binders, whose work will be taken over at a later stage by huge combine harvesters. Such machinery gathers in the harvest faster and more economically, and is used increasingly on British farms.

known to weary Londoners—Herne Bay, Margate and Ramsgate, Deal, Folkestone, Hastings, and Eastbourne; Brighton—known as “London by the Sea”—Worthing, Littlehampton and Bognor Regis. Important channel ferry towns there are, too; *Dover*, for Calais, Ostend and Dunkirk; *Folkestone*, for Boulogne, and *Newhaven*, for Dieppe.

The Hampshire Basin

The Hampshire Basin is almost cut in two by the deep Southampton Water—the estuary of the Itchen and Test, with the great port of Southampton at its head. Southampton has the advantage of double tides—four a day—which give it practically average high-water conditions most of the time.

That is why it is the home port of some of our finest liners, especially those sailing to the Americas and to South Africa. Southampton has a history which goes back to the centuries before the Conquest, and its charter of incorporation was granted by Henry I.

Two lovely old cathedral cities in the Hampshire Basin are Winchester and Salisbury, the former the ancient capital of England and the city of King Alfred the Great, the latter near the ancient fortress of Old Sarum. Salisbury stands on the edge of the great plain to which it gives its name. More plateau than plain, this rolling Wiltshire downland is a region of sheep pastures where farms are few because the soil is so poor. Not far from one of the larger military camps



REFLECTED IN THE STILL MOAT WATERS

Marion L. Edwards

Leeds Castle, Kent, has no connection with the city of Leeds in Yorkshire. Its name comes from Led, or Ledran, an Anglo-Saxon who built the first fortifications on this site about the year 850. Parts of the present castle, which is still inhabited, have been standing for more than 600 years. Henry V imprisoned Joan, his stepmother, here for practising witchcraft, and it was here that the same king received the Emperor Sigismund.



IN CANTERBURY CATHEDRAL

W. L. T. L.

For 1,000 years Canterbury has been the centre of our religious teaching. In the photograph above we see the door leading from the cloisters into the north transept of the Cathedral. The four knights who murdered Thomas à Becket hurried through this very doorway meeting the Archbishop just beyond and brutally killing him to secure favour with their royal master, Henry the Second.

on the Plain is one of the most remarkable ancient monuments in Britain, the massive circular group of stones which we know as Stonehenge. Surrounded by an earthwork some 300 feet in diameter, this strange temple of some long dead people was once thought to have been built by the Druids. But modern archæologists fix the date of its construction as about 1700 B.C. when these great stones were brought, by some means unknown to us, from a Welsh bluestone quarry, and erected in their present form—as a temple to the sun-god, perhaps. No one can say exactly why or when Stonehenge was built, but even in these days of motor-ing and air travel, when modern artillery thunders on the ranges not far from the megaliths and trilithons of Stonehenge, there is a chill, mysterious

atmosphere about this site of ancient practice and religion that conveys itself to even the most cynical visitor.

In North Wiltshire, at the village of Avebury between Marlborough and Devizes, are the remains of another great work of early man—a vast earthwork and ditch which once had a great circle of stones over 1,000 feet in diameter. A mile away is the 130-foot high Silbury Hill, the largest artificial mound in Europe built for a purpose which remains secret to this day.

The Isle of Wight, now separated from the mainland by the Solent (yachting at Cowes) and the Spithead (naval anchorage and reviews), was ages ago part of the mainland, its chalk backbone is a continuation of the Dorset chalk heights, and the famous Needles at its western end are

broken-off fragments. The real business centre of the Island is Newport. Much better known, however, are the delightful resorts along its coasts—Ventnor, Shanklin, and Ryde. On the mainland west of the Isle of Wight is the seaside health resort of Bournemouth with its splendid pine woods and sands. On the north-west mainland, too, are the leafy glades and heaths of the New Forest, where majestic oaks, beeches, firs and other trees provide cover for ponies, fallow deer, and other forest animals. This was once the hunting ground of kings, and you can see "the Rufus stone" where William the Red fell victim to a crossbow arrow.

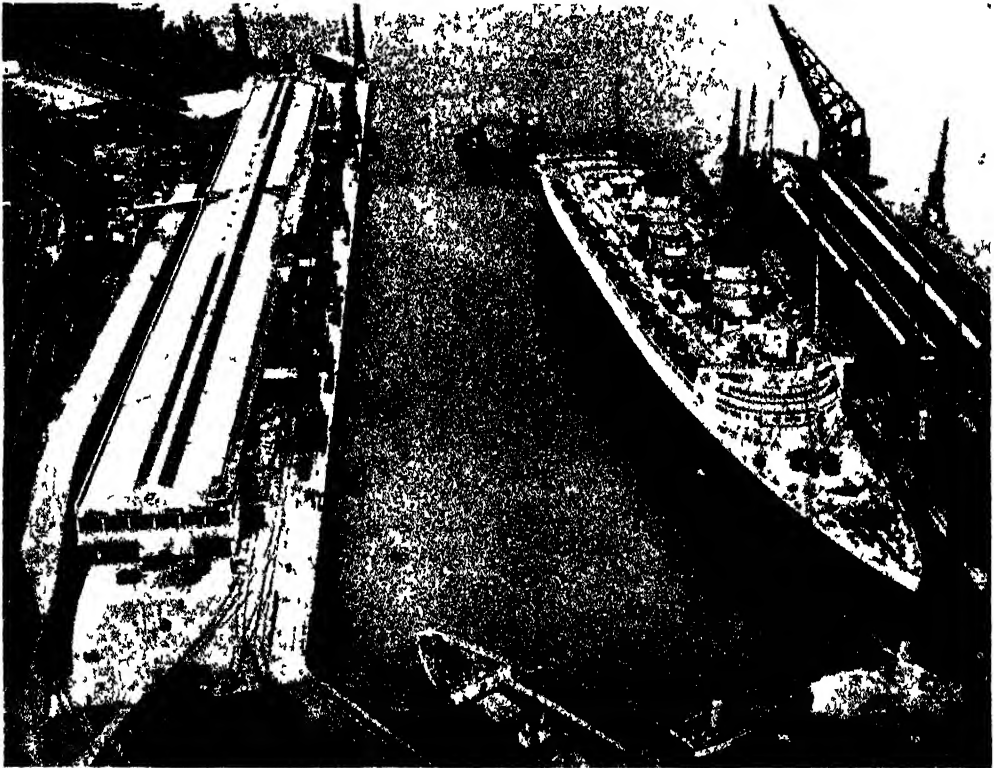
A feature of the Dorset coast is Portland Isle, connected to the main-

land by the Chesil Beach or Bank, a long natural groyne of shingle that shelters Weymouth and its naval and channel-ferry harbour. Dorset is mainly a farming county, famous for its milk, cheese and butter, and for its sheep.

Kentish Fruit and Hops

Hops grow best on well-drained, sunny slopes; Kent is hilly and sunny, and so grows more hops than any other part of Britain. Tall poles and many lengths of wire and string are necessary to support the plants; and in fields that have exposed sides, trees are planted to form a wind-break, or an artificial wind-screen of canvas or sack-ing is put up.

In orchard lands and hop-fields a



Central Press.

SOUTHAMPTON'S GREAT NEW OCEAN TERMINAL

An ocean terminal without rival in the world was the description given to the new and impressive reception station which was opened at Southampton Docks at the end of July, 1950, for Transatlantic passengers. It was used for the first time by the biggest ship in the world, the *Queen Elizabeth*, seen in this photograph as she was being manoeuvred alongside the new Terminal.

A LIBRARY IN CHAINS



Will F. Taylor.

At one period, printed books were so precious and so liable to be stolen that they were secured to their places on the shelves by means of chains. Here is the famous Chained Library of the Minster Church at Wimborne, in Dorset. To read a book one may place it upon the lectern, but the strong chain prevents its removal. The library was formed nearly 250 years ago. Even the Bibles were secured by chains in many of our churches in olden times. There is another collection of chained books in Hereford Cathedral.

limited number of men are at work all the year round, for the trees must be tended, the hops must be planted, and the ground must be kept in order. But when the fruit-picking and the hop-picking seasons begin, large numbers of additional workers are required. Many of these are local folk, especially women and children; but thousands come from the large towns to spend the fruit-picking and the hop-picking seasons in the country. Train-loads of hop-pickers go to Kent from London during the late summer.

Not all Kent is devoted to orchards and hop-fields, there are parts which are quite unsuitable for fruit-growing or general agriculture. The high chalk hills (Downs) are mainly covered with grasses, although here and there suitable

slopes are cultivated. This rich grassland is used for grazing sheep, which flourish on the crisp downland herbage.

South-eastern England—particularly the county of Kent—is noted for its orchards. Other famous orchard lands of the south-east are those of Essex, Sussex and Hampshire—all in the south-eastern portion of England.

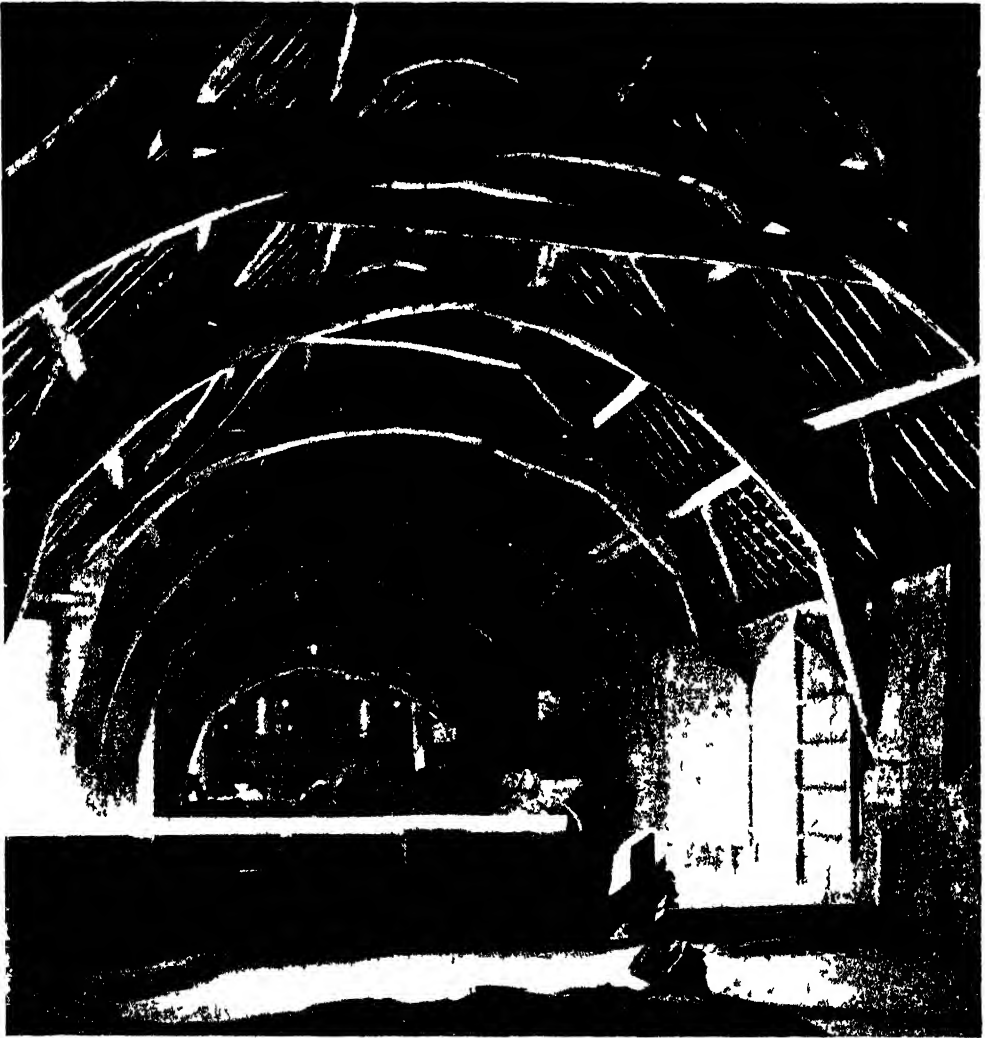
This part of Britain is so good for fruit growing and hop growing because (1) the soil is rich and well-drained, (2) there is usually the right amount of rain at the right time of the year, (3) it is one of the sunniest parts of Britain and receives its full share of the summer sunshine, (4) it is quite near London and its suburbs, where the fruits find a ready market. Soft fruit must be got quickly to markets and shops, for it has



Lopual Press

ENGLAND'S STONES OF MYSTERY

Stonehenge (the actual meaning of the word is "the hanging stones") stands on the edge of Salisbury Plain and has probably been in existence since about 1700 B.C. No one can say exactly why Stonehenge was built or how the great stones of which it is made were transported from a Welsh quarry many miles distant—but this strange monument is believed to have been a temple to the Sun.



INSIDE AN ANCIENT TITHE BARN

(J. R. K. H.)

Until the Tithe Commutation Act of 1835 it was common for English farmers to pay a tithe to the Church—that is to say a tenth part of their produce. The corn, wool or whatever it was that the local farmers paid was often stored in a special barn until such time as it was needed for use or for sale. One of these barns can still be seen at Tisbury in Wiltshire. As the picture shows, it is strongly built of stone with a roof of thatch and timber.

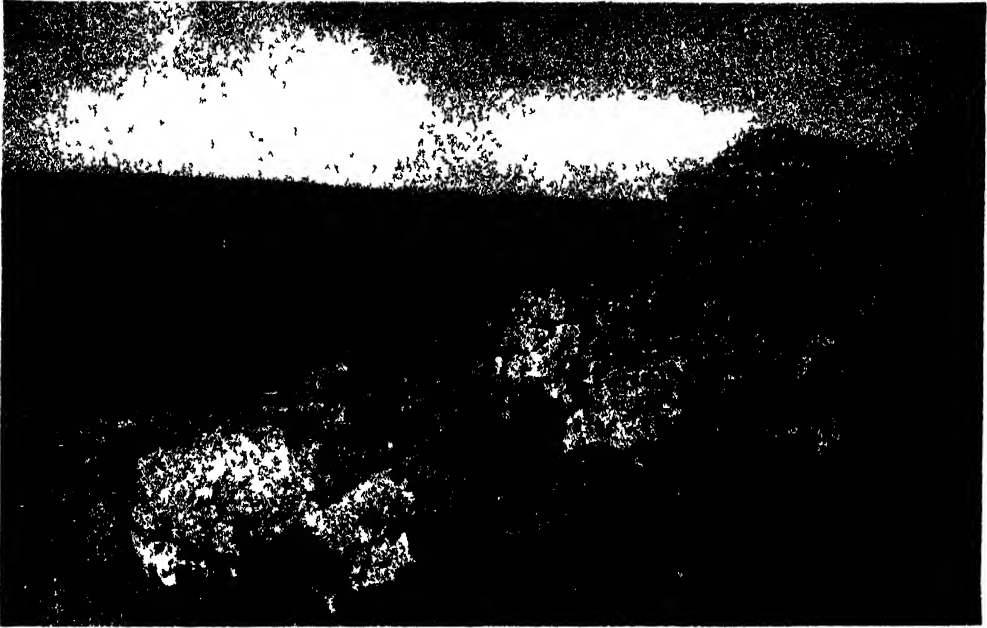
to be sold fresh, or it cannot be sold at all, and this is an important reason why soft fruit growers always have their gardens near regions where large numbers of people live.

Around Romney Marsh

We cannot leave "The Garden of England" without looking briefly at Romney Marsh, once the home of smug-

glers, and the old towns round about such as Rye. Rye is now two miles from the coast, but the rock on which it stands was once washed by the sea. Winchelsea, too, is another ancient place which, like Rye, was later added to the original five towns (Hastings, New Romney, Hythe, Sandwich, and Dover) comprising the Cinque Ports, but which is now only a village.

THE ENGLISH RIVIERA



Fox Photos

LOOKING ACROSS DARTMOOR FROM HYNEDOWN

Dartmoor is the largest piece of open land in the south of England. Its hills and tors, combes and streams, have such a wild and rugged beauty that it has become a very popular holiday haunt. From the high ground, or tors, of Dartmoor's great expanse of rock and heather you get such lovely views as this, with a moorland village and its fields and a green countryside that stretches to the horizon.

WHO has not heard of Devonshire cider, of Cornish pasties and pilchards, and of the spring flowers of the Scillies? Some of us, perhaps, have been fortunate enough to spend holidays there, and know what lovely English counties Cornwall and Devon are.

They form a long peninsula that juts out well into the Atlantic, so that no part of it is far from the sea. The west winds from the ocean bring plenty of moisture that keeps the fertile valleys and grassy slopes green for the dairy cattle from whose rich milk Devonshire butter and Cornish cream are made. These winds bring cool air from the sea in summer; and in winter, when the sea is much warmer than the land, the westerly breezes make this peninsula milder and warmer than any other part of the British Isles. In the lovely gardens of Penzance and other

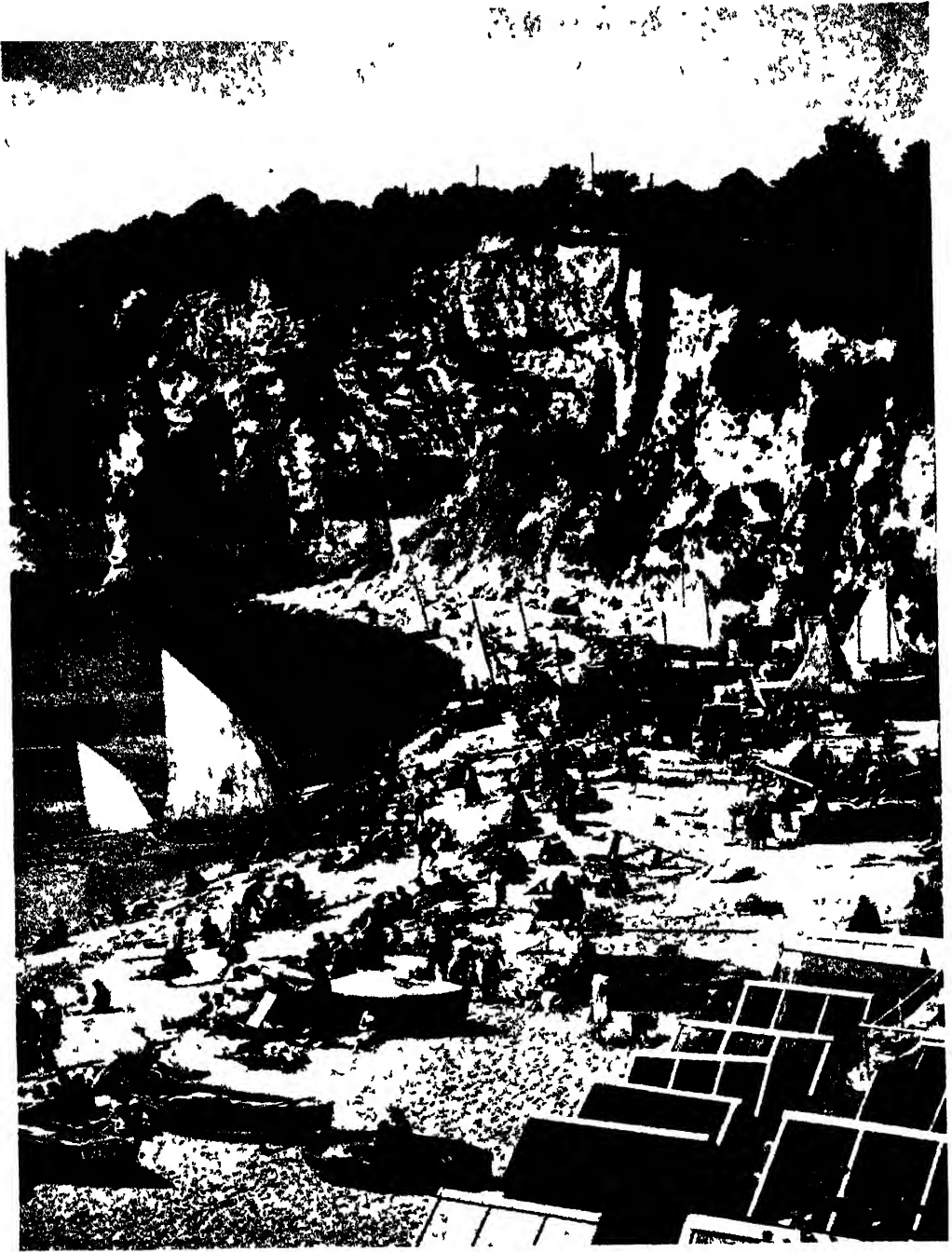
towns grow palms and bamboos, and beautiful hydrangeas flourish in the open air. No wonder many people who dread cold weather go to Devon and Cornwall to spend the winter, instead of visiting more expensive winter resorts of foreign Riviéras. The winter climate of our English "Riviera" is just as good, and actually less liable to cold spells, for it has no *mistral* to chill one's marrow, and no dust.

The warm moist air of Cornwall and the Scilly Islands makes spring come earlier there than anywhere else in Britain; that is why we look to these parts of our islands for our first supplies of spring flowers and vegetables.

The Moors

Cornwall and Devon are very hilly, as we see when we go through them in the train. The railway follows the valleys, and avoids the high lands

A SHELTERED BAY IN DEVON



Planet News

The sheltered bay in this picture, with its holiday-makers, its bathing huts, its boats, and its pebble beach, is a scene of great activity as sailing craft of various sorts and sizes make ready for the Annual Regatta. The scene is typical of Beer, the pleasant holiday resort near Seaton in south east Devon. Beer is one of the few places along the coast of that lovely county where the cliffs are made of chalk.

where the hard old rocks have been raised into the moors for which this western peninsula is famous. *Exmoor*, in Somerset and North Devon, is made of hard sandstone, and stands up sharply in Dunkery Beacon. *Dartmoor* and *Bodmin Moor* are great bosses of hard old granite, which has been much worn by wind and weather, leaving very hard parts upstanding as "tors." Yes Tor (2028 feet) is the best known, but High Willhays overtops it by nearly a dozen feet. They say that a man who has not tramped over Dartmoor and seen its magic sunsets has yet one of the best things in life to enjoy.

In veins in some of the hard old rocks of Cornwall and Devon there are tin and copper, lead and zinc, but they have been worked so long ago that there is not much metal left to be easily got. The chief mines are in the neighbourhood of Tavistock, St Ives and Camborne. Old workings used by

the Romans, and even by people who were in Britain before the Romans came, are still to be seen in contrast to the modern equipment of such mines as South Crofty. The quarrymen of Cornwall and Devon get out fine slate and beautiful granite from the rocks for use in building. From the granite, too, china clay is got, much of it goes to the Potteries for making china, and some is used in preparing calico in Lancashire, or in glazing paper in Kent, or even in making false teeth in America. *Torey* is one of the ports which sends away this china clay in many directions.

A Lovely Coastline

The coastline of this south western peninsula is very beautiful, with its rocky cliffs, deep coves and sandy bays, and its water of Mediterranean blue that sometimes becomes a sea of emerald shot with deep indigo. In



Fox Photos

BADGWORTHY WATER IN THE DOONE COUNTRY

Many parts of the British countryside have associations with our great novelists and poets, and as we look down Badgworthy Water towards Doone Valley we think at once of Blackmore and the Doones of Exmoor who live so vividly in the pages of his immortal romance *Lorna Doone*. Doone Valley is within easy reach of such northern Devon holiday centres as Ilfracombe and Lynton.

CORNWALL'S CURIOUS CHEESEWRING



Will F. Taylor.

Both Devon and Cornwall are very rocky counties whose quarries yield fine slate and beautiful granite for use in building. In some places, some whim of Mother Nature has produced curious rock formations such as the "Cheesewring," near Liskeard, in Cornwall. We know that this incredible formation was in existence at least 300 years ago, but none can say how it came to be assembled in this peculiar manner.



TINTAGEL CASTLE

Will F. Taylor.

These are the ruins of Tintagel Castle, in North Cornwall. The Castle, in legend, is associated with King Arthur, but the stonework you see here dates from the thirteenth century.

former times it extended into the Atlantic, for the Scillies are the up-standing remnants of a sunken land that tradition says was part of King Arthur's lovely land of Lyonesse. The ruins of Tintagel Castle remind us of the great King and his famous Knights of the Round Table.

Fishing is an important business along this coast. Immense shoals of pilchards and mackerel visit the shores at certain times of the year, and fishing fleets from Mevagissey and Penzance, St. Ives and Newlyn, Plymouth and Falmouth, reap rich harvests. From Brixham on the opposite side of Tor Bay to Torquay, the renowned Brixham trawlers go out into the Channel for flounders and plaice, turbot and brill, skate and hake.

The biggest town in south-western England is *Plymouth*, which, with Devonport and Stonehouse, forms the famous "Three Towns" of the West

Country. Plymouth is a naval port commanding the Channel approaches, and also a port of call for large liners from which passengers and mails are landed for speedy transit to London by the expresses of British Railways. Its harbour is protected by a strong breakwater, and the Eddystone Lighthouse, a few miles off, flashes its welcome and warning to the ships. West of Plymouth the railway crosses the famous Saltash Bridge on its way to Bodmin, Cornwall's county town, Truro, with its fine cathedral, and Penzance.

The English Naples

Torquay, "the English Naples," on beautiful Tor Bay, is visited yearly by many thousands in successful quest of health, recreation and sunshine. Its counterpart in North Devon is Ilfracombe, twenty miles due west of which is rocky Lundy, an island about



Will F. Taylor

STEEPLE ROCK

If you were to visit the Lizard in Cornwall, you would find a rocky coast of great beauty. The pillar shown above is known as "Steeple Rock," and may be seen at Kynance Cove.

THE VILLAGE STOCKS



Will F. Taylor.

If we go right back to Saxon times we find that stocks were in use as a form of punishment. Men (and women, too) were held fast by the ankles, the stocks being made to open like a book to receive the unfortunate person's limbs. Here are the well-preserved stocks to be seen in the churchyard at Ottery St. Mary, Devon. Often we can find ancient stocks on village greens as relics of days that have passed, and, more frequently still, in churchyards. This is because people who failed to attend church regularly were often punished in such a manner.

2½ miles long and a mile broad, with a population of some 50 people. Smaller but very beautiful holiday places lie on both coasts of the south-western peninsula.

Exeter, an old Roman city, built where the Britons had a great fortress, stands where many roads and the railways converge to cross the Exe by its bridges. Its cathedral and its castle are well worth seeing, and so is its Elizabethan Guildhall which reminds us of Exeter's powerful guilds in Tudor times.

But, go where we will, there is a perpetual feast of interest in this well-named English Riviera. In Cornwall we soon find that the beauty spots are dotted along the expansive line of rugged coast, with the busier industrial and workaday parts nearer to the backbone of the county. Redruth and Camborne are both concerned closely with engineering and mining, and each has an inland setting. At the

latter place Richard Trevithick invented and ran upon the king's highway a locomotive propelled by steam. Near the former is the great circular arena with its grassy steps upon which the people sit and where John Wesley himself preached to congregations of miners. Some of the tin-mines in this area are actually 3,000 feet in depth.

Down the Tranquil Fal

If we visit *Tauro*, with its quaint and narrow streets, it will not be long before we find ourselves gliding down the River Fal by steamer on the way to Falmouth, than which there are few more fascinating places in the country. Here we find the old and the new grouped side by side, the busy commercial and seafaring section sharply divided from the port that forms a great modern holiday resort and yachting centre with everything to attract the visitor and nothing to offend.



A DEVONSHIRE BEAUTY SPOT

By the Council

Most visitors to Torquay know the forge or blacksmith's shop at the nearby village of Cockington which you see in this picture. Its leafy lanes, thatched roofs and wash walls make it one of the most attractive of Devon villages. Notice the garden walls cleverly built of shaped stones without mortar or cement.

In days that have now receded well into the historic past Falmouth was in truth our foremost port for mails from overseas. Into its sunswept harbour sailing vessels from the south and far west put in and the letters they brought were dispatched in post-haste style by road to London and other parts. St Mawes Castle and Pendennis Castle, are both within easy reach of Falmouth, a town which went by the name of Penny-come-Quick until the year 1660.

On the north coast is Newquay, another fine town that forms a magnet to thousands of tourists and holiday-makers. The "new quay" after which the town is named was actually constructed more than 300 years ago, but the place as we know it to-day is indeed a jewel in Cornwall's crown, for it looks full out into the

Atlantic and ocean breakers come pounding in for countless surfriders on the sandy beaches. From here we can reach easily enough the famous Bedruthan Steps (a staircase made by nature leading down the cliffs) or go to inspect the sands and caverns of Watergate Bay.

A little further to the south and still on the bracing north coast Cornwall has another gem in Perranporth, and if we go there we shall see Perran Round, a curious and quite impressive amphitheatre. Perhaps we may hear then of the old Cornish miracle plays, some of



TRURO CATHEDRAL

Truro Cathedral stands upon the site of the church of St Mary and was built between the years 1850 and 1910. The old church actually forms the south aisle of the Cathedral which itself is built in the early English style.

them taking three days to perform, which were given in this very Round and at other places. Or we may even inspect the site of St Piran's Church, buried some 1,200 years in shifting sands of the dunes and rediscovered but little more than a century ago.

Our Most Southerly Point

The Lizard is the most southerly point on English shores, just as Lands' End is the most westerly, and if you stand on high ground at a favoured spot along the centre of the county you can have the glittering sea within

sight in front of you and behind as well. Over thirty miles to the west are the Scilly Isles which we can reach by boat or air. The people are few in number because the islands are so small, but they are famous as growers of fine flowers and bulbs and early vegetables, which they send to London and other great market towns. Their climate is a mild one; in January, when we in England are huddling round our fires, the average temperature in the Scillies is 45° . As for Cornish rivers, the most important are the Tamar, Fal, Fowey and Camel, the last-named running into Padstow Bay.

That Cornwall is of immense antiquity is proved by the existence of stone circles, monoliths and ancient

crosses and one cannot go far without seeing some remnants at least of these monuments of days almost before history began. Long in advance of the Romans there came to this western peninsula Phœnicians, who must have been inspired sailors and adventurers. They acquired from the Britons who dwelt in these parts lead, tin and other metals precious to them and gave in exchange wares brought from their own eastern Mediterranean land of Phœnicia.

Devon, too, has everything of interest, its rocky, northern coast brisk and bracing, whilst its southern shores are warmer and far less boisterous. Here is a county of rich and well-kept farms, especially in the valleys or combes, and of cattle that compare for quality with



THE HARBOUR OF MEVAGISSEY

A. W. Kerr

Well known as a holiday resort and situated six miles from St. Austell on the south coast of Cornwall, Mevagissey is also an important fishing town. At certain times of the year immense shoals of pilchards and mackerel approach the Cornish coast, and it is to reap a rich harvest from these that the little fishing fleet of Mevagissey puts out from its ancient harbour.



THE CAVE AT MULLION COVE

W. H. Taylor

Cornwall's rocky coast suggests smugglers, wreckers, and other like characters of historical romance, but to day its caves and sands are the favourite haunts of British holiday makers. Here is the cave at Mullion Cove, its arched entrance forming a frame for Mullion Island beyond the rocks and sands.

any in the kingdom. Many people rank Devon second to Yorkshire in size but this is incorrect, the right order being Yorkshire, Lincolnshire and then Devon, the last-named being only thirty-six square miles behind as it takes third place.

Raleigh, Drake and Gilbert were all three men of Devon, whilst Dartmouth and Bideford have both joined handsomely with Plymouth in contributing to the maritime story of this county. Mention of Bideford is a reminder, too, that *Westward Ho!* was written in this fine old town which has put up a statue to the author.

Trout Streams of Devon

The chief rivers of the county, many of them renowned for their trout, are the Tamar (which marks the boundary with the sister county), Exe (rising on Exmoor), Dart, Teign, Taw, Tavy and Torridge. Some of these rivers have

their sources on Dartmoor and they are mostly swift-running. Taw and Torridge flow into Bideford Bay, whilst Plymouth Sound comes at the mouth of the broad Tamar.

Like Cornwall, Devon's coastline is closely studded with popular holiday resorts. Ilfracombe and Lynton (within easy reach of the romantic Doone Valley) are on the rocky, northern shore looking across the broad Bristol Channel to the coast of South Wales. On the south, Sidmouth, Exmouth, Dawlish and Teignmouth form a notable quartet, each offering its particular attractions.

The Thatched Cottages

The whole of this English Riviera is a district of picturesque villages with many cottages wearing their snug bonnets of thatch. Wide spacious moorlands offer both solitude and the prospect of adventure, whilst there is

always the romance of the sea-lovers of other days, as well as that of smugglers, ship-wreckers and their kin.

To accept these south-western counties merely as one immense pleasure or health-giving resort, however, would be to render them a great injustice. The wealth of agricultural and market garden produce of Devon and Cornwall, the hundreds of thousands of tons of kaolin (china clay); the fisheries, mines, stone quarries and so forth, all contribute an adequate share to the trade and industry of this fair land of ours.

The Channel Islands

Across the English Channel, clustering together west of France's Cap de la Hague, are the Channel Islands, the only parts of the old Duchy of Normandy which remain under the English Crown. Many British holiday-makers will know Jersey, Guernsey,

Alderney, the feudal island of Sark, and perhaps the smaller islands of the group as well. For the Channel Islands are a famous holiday centre, especially in the spring when *St. Helier* in Jersey and *St. Peter Port* in Guernsey are focal points for visitors from both France and Britain.

Spring Flowers and Vegetables

Those of us who cannot go to see the lovely spring flowers of the Channel Islands may yet taste the early fruit and vegetables for which the islands are famous, for these are flown and shipped for sale in English markets. Linked with the Islands is the name of Victor Hugo, the famous French author, whose *Toilers of the Sea* tells of the fisherfolk of these isles, and who himself lived for fourteen years in Hauteville House, Guernsey, where he wrote *Les Misérables* and other famous works. You can still visit this house



THE LITTLE HARBOUR OF A FEUDAL ISLAND

Topical Press.

Sark, the small but lovely island in the Channel Islands group, is still governed by feudal laws and customs almost as old as the island itself. Creux Harbour, shown in this picture, lies on the eastern side of its rocky coast at the base of perpendicular cliffs through which tunnels have been cut to the interior of the island.



MONT ORGUEIL CASTLE

Go to Jersey in the Channel Islands and you will see this stern Norman stronghold overlooking Gorey Harbour. The Dukes of Normandy began building the *Castellum de Gurreit* as it was first called in the tenth century. Its present name was bestowed on it by the Duke of Clarence, son of King Henry IV. The little town of Gorey, nestling at the foot of the castle hill, is noted for its oysters.

where Hugo lived with his parents and where there are carved chairs whose Latin inscriptions may have been cut by the novelist himself.

These islands, which the French call appropriately enough *Îles Normandes*, have their own laws and customs. No enactments of the British Parliament have effect in the Channel Islands unless special reference is made. So we find the offices and institutions of old alive to-day: the Bailiffs who preside over the Royal Courts; the Jurats who are the life-elected members of the Courts; and the States Assemblies. Sark, an island in the bailiwick of Guernsey, has been described as "the only purely feudal State remaining in the world." Its laws come from the Seigneur and its Parliament (called the Chief Pleas) which meets three times a year, but

more frequently if circumstances demand it. The total population of the islands is 102,000. Though English is the language in daily use, French is the official language and a *patois* is used which has survived from Norman times. Not so very many years ago it was Sark's proud boast that there was no public debt, no income tax, no unemployment, "and best of all no politicians" on the island, and we who live in a larger, higher-g geared industrial community may wonder whether progress has really brought us all the advantages we think it has.

Most holiday-makers reach the Channel Islands by steamer from Southampton or Weymouth, but nowadays fast air services operate from London airport (Heathrow) and Southampton to Channel Island airports on Guernsey, Jersey, and Alder-

VILLAGE CRAFTSMEN AT WORK



Central Press

The ancient craft of roof thatching is dying out. Only in the country districts are skilled thatchers found, but there is still a steady demand for their services.



1 x Photo

Skilled thatchers can work their reeds into cunning shapes and patterns, neatly trimming the thatch once it has been securely fastened in position.



J. Dixon Scott

Basket making is but one of the old crafts and rural industries that still flourish in Britain's countryside. Here, in his small "factory" on King's Sedge Moor, the basket-maker deftly weaves dried withies into stout baskets of all shapes and sizes in much the same way as his ancestors did.

CIDER MAKING



The apples in this picture have come from Devon orchards to a Norfolk factory where they ripen before being crushed into the pulp. The best cider apples are grown in the West Country.



Worcestershire is another county where cider is made. At this cider mill the fruit is pulped electrically and the juice squeezed from the pulp in the presses.



Photos - Fox Photos.

For the most part, cider is made by thoroughly up-to-date machinery; but in some parts of Gloucestershire, old stone mills such as the one seen above are still used. The horse knows exactly what is required, and plods round, working the grindstone which crushes the apples into pulp.

*Will F. Taylor***CHEDDAR GORGE**

In Devon and Cornwall you find hard granite rocks, but Somerset contains much limestone. Cheddar Gorge is a deep gap hewn by water out of the Mendip Hills, whose rocks tower above the roadway at Horseshoe Curve.

ney. Look at an air route map of the British Isles and you will see that all our distant parts: the Channel Islands, the Scilly Isles, the Shetlands, Orkneys, and Outer Hebrides, are linked with the mainland by regular and rapid air services.

The West Country

We travel now from the rugged beauty of Devon and Cornwall and the Channel Islands to the fresh, green pastures of the West Country: to the counties of Dorset and Somerset where dairy and mixed farming are important and where cheese and other processed and tinned dairy products are made.

Going north-eastwards from the Blackdown Hills, we cross the pasture lands of the Plain of Somerset. Upon the plain is the old castle and market town of Taunton where Monmouth was proclaimed king in 1685. Farther away

to the north, near Bridgwater, is Sedgemoor where in that same year Monmouth's pitiful forces were destroyed by the troops of James II.

The Plain itself continues as far as the Mendips, the range of hills running north-west from the broadcloth town of Frome towards Weston-super-Mare, the popular holiday resort on the Bristol Channel. The Mendips were once an important lead mining region, with more than 100 mines at the time of greatest mining activity here. But to-day, we know these hills better for their scenic wonders such as the Cheddar Gorge which is really no more than a huge gap torn by water in the limestone Mendips.

The dissolving action of running water upon limestone rock is also seen in the numerous channels and caverns which streams have made in this part of the country. The best-known is the stream which disappears down a swallow, or swallet, hole near the

*J. Dixon Scott.***CLIFTON BRIDGE**

The Avon, dividing Somerset from Gloucestershire, is spanned by the Clifton Suspension Bridge, here illustrated, whose carriage way is nearly 300 feet above the river.

UNUSUAL ARCHES IN WELLS CATHEDRAL



Planet News.

Wells Cathedral has been called the "most beautiful thing on earth." The crowning glory of the Cathedral is the West Front, upon which there are some 300 carved figures each about 8 feet high. On entering, one is immediately impressed by the double arches seen in this picture, which meet to form a St. Andrew's Cross and were so built in 1338 to strengthen the central tower.

village of Priddy to travel underground and re-emerge in the famous Wookey Hole about three miles from Wells and about half way between Wells and Westbury. Wells itself, famous for its beautiful cathedral and moated Archbishop's palace, has a history going back more than 1,200 years to King Ina of Wessex. North-east of the city, on the other side of the Mendips, is Radstock which is one of the centres of the Somerset coalfield.

Wells is not the only site of ancient

Christianity in Somerset. To the south is Glastonbury which has rightly been called "a cradle of the English Church." The Abbey at Glastonbury is the oldest religious foundation in the country and dates traditionally from A.D. 63 when it was founded by St. Joseph of Arimathea whose staff, plunged by the saint into the ground, took root and became famous as the Holy Thorn.

This again is King Arthur's country. The Holy Grail for which he and his knights searched is said to be buried

at the foot of Glastonbury Tor, and Glastonbury itself—so the legend runs—is Avalon, seat of the Knights of the Round Table and burial place of King Arthur and Guinevere, his queen.

Their burial place is said to have been discovered in 1191, while Henry de Soliaco was Abbot of Glastonbury. In the trunk of a hollow tree, the bones of King Arthur were found, as was the flaxen hair of Guinevere. Nearby was a cross made of lead which bore the words "Here lies buried the renowned King Arthur in the Isle of Avalon with Guinevere." Relics were certainly found about this time, but were they really those of King Arthur? It depends on whether or not you believe the legend.



Planet News.

THE ABBOT'S KITCHEN AT GLASTONBURY

Glastonbury is the oldest religious foundation in England. The Abbey that was once a house of the Benedictine monks is now in ruins, and of its domestic buildings only the Abbot's Kitchen remains. Here food was prepared for pilgrims and guests and cooked over four fires, one at each corner of the building; the chimneys from these fires carried the smoke out at the eight-sided lantern on top of the stone roof.

EAST ANGLIA



HARVESTING IN THE MODERN STYLE

L x L h 40

East Anglia contains field after field of splendid tall, strong wheat, especially in its northern region. When the heavy ears are golden red, the farmer harvests his crop making increasing use of the modern machinery that simplifies his work. Here for example is a combine harvester which performs simultaneously all the operations from cutting to threshing.

EAST ANGLIA got its name from those Angles who, in the sixth century A.D., pushed up the tidal river estuaries in their longships, overcame the Britons, and established their own simple civilisation on the ruins of the Roman-British culture they found there. Originally Norfolk and Suffolk, East Anglia to-day usually includes the county of Essex as well. It is part of the rich agricultural lowland of south-eastern England, and, geologically at any rate, belongs to the London Basin.

In the west is the chalk country of the East Anglian Heights which come to the sea in the steep cliffs of Hunstanton Point. Most of it is the broad gentle slope from those low chalk hills to the North Sea, to which flow sluggish rivers with marshland along their lower courses, and deep estuaries up which the sea-tides make their ways. Connected with the lower Yare are the Norfolk Broads, wide sheets of shallow

water formed by the barring of the old estuary by sandpits and mudbanks, and to-day a favourite summer resort for those who love sailing and camping and fishing.

The Sunshine Coast

Orwell and Stour combine their estuaries to form the deep-water harbour of *Harwich*, a naval station guarded by the forts and seaplane base near Felixstowe, and an important ferry-town for the Continent. Mail steamers ply regularly between Harwich and the Hook of Holland and Antwerp. One of the earliest train ferries to be started in Britain runs between Harwich and Zeebrugge. It is employed in goods traffic only. Truck-loads of goods from the Continent can be shunted on board the ferry, taken to Harwich and run off to the main line railway to Liverpool Street or the North.

The coast of East Anglia is low and

marshy towards the south, but from Thorpe Ness northwards it has cliffs of firm gravel and sand. The whole coastline has undergone subsidence, and the ruins of several of the old towns and villages now lie beneath the sea. Ancient Dunwich was an important city and port in the Middle Ages, with many churches, monasteries and a king's palace; to-day all that is left of it is a small fishing village nestling behind a steep cliff on whose brink totter the few ruins of its former greatness. Aldeburgh, now a pleasant but small seaside resort, and once an important port, is another town that has suffered in the past from the inroads of the sea.

This is the drier and sunnier side of Britain, and the whole coastline is studded with popular seaside resorts.

Southend, Walton, Clacton-on-Sea, Dovercourt, Felixstowe, Aldeburgh, Southwold, Lowestoft, Yarmouth, Sheringham, Cromer and Hunstanton.

Yarmouth and *Lowestoft* are the headquarters of great British herring and sprat fisheries in autumn, when Scots lassies come south to deal with the catch, cleaning the fish, grading them and packing them into barrels with salt, with the amazing speed born of long practice. Many other fish, too, are caught and landed at these and many smaller ports along the coast. Colchester oysters from the oyster beds of the Colne estuary are almost as famous as Yarmouth bloaters and kippers.

A Farming Region

East Anglia is mainly a farming region, where a good deal of our home



BILLINGTON MILL, NEAR DISS

Morr & Leathers

In January the hedgers and ditchers get to work, trimming back the hedges with their sickles and billhooks, and clearing the ditches so that the water can run freely. Here we see them at work by Billington Mill, a post mill that recalls the days when wind and water were the power for grinding the corn of every farmer in the country.

FROM TUDOR TIMES



These beam and plaster houses recall the days of the Tudors when the country town of Lavenham in Suffolk was an important centre of the cloth trade. An even more impressive relic of its greatest days is the Hall of the Guild of Corpus Christi in the market-place.



A. F. Kerding.

When James I visited Audley End, he declared that "it was too much for a King, but it might do very well for a Lord Treasurer." Thomas Howard, first Earl of Suffolk, then held that office and it was he who built this wonderful mansion near the old Essex town of Saffron Walden.



Flatford Mill

IMMORTALISED BY AN ENGLISH PAINTER

John Constable, the famous East Anglian master painter, was born at East Bergholt, Suffolk in 1776. To-day, we often speak of the district around East Bergholt and Flatford as "the Constable Country," for it is a countryside immortalised by Constable in his paintings. Here is Flatford Mill, the subject of one of his most famous pictures and a National Trust property now used by the Council for the Promotion of Field Studies.

supplies of meat, wool, grain, fruit and vegetables, butter and milk are produced. The Lea Valley market gardens are an important source of market produce for London and have one of the largest glasshouse areas in the British Commonwealth which supply such London markets as Covent Garden, Spitalfields, and the Borough with choice fruit, flowers and vegetables. The famous orchard centre of Essex is Tiptree with its important jam factories and vegetable canneries. In the Middle Ages East Anglia was the home of flourishing woollen industries; worsted got its name from Worstead, near Norwich, where the Flemish weavers settled in Anglo-Norman times. Great churches, all too large for their villages and small towns, bear witness to ancient days when their population was much larger than it is now.

To-day, the woollen manufactures have gone chiefly to the coalfields of the Midlands and the North, and the old East Anglian woollen towns engage in other business—milling, brewing and distilling, and manufacturing the goods and machinery needed by an agricultural population. Most of them are market towns to which country folk bring their produce, and from which they take home things they need but cannot grow or make for themselves. The very names of some of them—Newmarket (famous for its "Heath" and its horse races), Stowmarket, Needham Market—prove how long they have been market towns.

Ipswich has iron foundries and engineering works; it makes agricultural implements and garden tools, and so does *Norwich*, the lovely old Cathedral and castle city on the Wensum, where woollen goods and boots and shoes are

MAKING SUGAR FROM BEET



Sugar beet is now cultivated widely in Britain particularly in East Anglia, where there are also the factories to deal with the crop. Harvesting takes place about October, when the beets are lifted, their green tops cut, and carted to roadside dumps whence lorries take them to the factory



A lot of earth is lifted with the beet when they are harvested. This is one of the reasons why high pressure water is used to unload the lorries when they reach the factory



Photos Fox Photos

In the factory the beet is washed by such special machines as this before it passes through the various processes which extract the sugar and separate it from the water and waste.

made, and also chocolates and confectionery, beer and mineral waters, as well as mustard from local-grown supplies of seed.

In Essex and nearer London, several modern factories have been set up, notably those for making rayon (artificial silk). But it is as grainland that East Anglia is most important—field after field of splendid tall strong wheat, heavy with gold-red ears, especially in the northern half of the region, where beautiful old thatched houses are perhaps commoner than anywhere else in Britain.

Golden Grain

Why is south-eastern Britain the place where most British wheat is grown?

First of all, the land there is rich enough and the soil stiff enough to grow fine tall heavy wheat. Much of this soil is fine earth made by pre-

historic glaciers grinding over the rocks and powdering their surfaces into fine "rock flour," which was left behind when the ancient ice melted and streams washed it down and spread it out over the plains of the east.

But good soil by itself is not enough; to grow fine wheat the fields must have just the right amount of rain and sunshine at the right time.

Wheat needs rain when it is springing up and sprouting, and when the ears of grain are forming. After that, it requires long bright sunny days to ripen the ears, and then to give the farmer a chance to reap and harvest the grain during fine dry weather.

This is exactly what happens in most years in East Anglia and in other parts of south-eastern Britain. The rains of spring and early summer sprout the wheat, make it grow tall and strong, and swell the ears. The long sunny days of late summer and



Topical Press.

OUTWARD BOUND FROM HARWICH

Harwich, one of England's gateway ports to the Continent is also a centre for international yacht racing. In this picture we see the start of a race from Harwich to Kristiansand in Norway, in which yachts from England, Norway and Holland took part. A fine breeze on the starboard quarter enabled the craft to show their paces watched by enthusiasts on the pierhead.



SAILING ON THE NORFOLK BROADS

Fox Photos.

The Norfolk Broads and their connecting rivers form one of Britain's favourite holiday haunts. The calm waters make the Broads a paradise for the more cautious yachtsmen who like to be certain of a comfortable berth at night. Scenes such as this, of well-rigged craft proceeding under full sail, are common enough on the Broadland waterways where yachts, wherries, and motor cruisers are available to the holiday-maker.

early autumn ripen the grain and give the farmer a sunshine harvest-time.

Sugar Beet

Sugar beet is now cultivated widely in East Anglia, and sugar factories have been set up, for sugar beet grows just as well there as on the opposite side of the North Sea.

Harvest time in the sugar beet fields is the late autumn when the fat, white beet are "lifted" and their green tops lopped off with a sickle. They are actually a muddy white in colour, for quite a lot of earth is lifted with them. Go along East Anglian roads during October and you will see dumps of lifted beet waiting for the lorries which will take them to the sugar beet factory. There intricate machinery will wash them and process them, extracting the sugar from the beet and separating it

from the water and waste. The raw sugar which results has to be refined, of course, and the process used includes the dissolution of the sugar in water, its treatment with charcoal, and its boiling.

How do you reach Norfolk and Suffolk where the beet is most widely grown? There is a fine road from London to Norwich as well as the main line train routes.

One main route of British Railways goes *via Chelmsford*, the market centre and county town of Essex, through *Colchester*, once a fine Roman city and now an important military and market centre, to *Ipswich*, whence two main lines branch—one to serve the east coast watering-places, the other to Norwich and the north coast. Another main line cuts north by way of the Lea Valley, Bishop's Stortford, Cambridge, and Ely to Norwich and to King's Lynn.

THE FENLANDS



W. F. Taylor

OLIVER CROMWELL'S HOUSE

The so-called "Isle of Ely" was for long the camp of refuge for English freedom, for hereabouts Hereward the Wake had his stronghold. Oliver Cromwell, who was born at Huntingdon, also spent much time in these parts, and you see above the photograph of an old house at Ely which was for a while in the occupation of the Lord Protector

THIS is the country of Hereward the Wake, who, secure in his Camp of Refuge amid the marshes long defied Norman William, who in the end went to great lengths to make peace with him. The story of this grand old Anglo-Saxon is told in Charles Kingsley's "Hereward the Wake," where you may read of the fenland, of the men who fought there in Hereward's days, and of those who lived there in Kingsley's time:—

"Such was the Fenland—hard, yet cheerful; rearing a race of hard and cheerful men, showing their power in old times in valiant fighting, and for many a century since in the valiant industry which has drained and embanked the land, till it has become a very garden of the Lord. And the highlander who may look from the promontory of Peterborough, the 'golden borough' of old time; or from that Witham on the Hill which once was a farm of Hereward the Wake's; or from the heights of that Isle of Ely which was so long the camp of refuge for English freedom—over

the maze of dykes and lodes, the squares of rich corn and verdure, will confess that the lowlands, as well as the highlands, can at times breed gallant men."

The English Holland

The Fen country is the low land round the large inlet of the Wash, into which flow several long slow rivers. At their seaward ends these rivers are filled with tide-water from the sea when the tide is high; but when the tide is low their water is shallower and their smaller streams flow between wide steep banks of soft mud. For miles they have banks built by men to keep them in their channels when the water is high, or they would overflow the surrounding country, which is at a lower level there.

When there were no banks, these streams overflowed and created great swamps, which were the homes of myriads of water fowl. Reeds and coarse vegetation choked the rivers and overran the swamps. But here and there were patches of higher and firmer

SCENES AND SIGHTS OF CAMBRIDGE



Photophon.

The beautiful old Colleges and their chapels are the chief attractions for visitors to Cambridge. King's College Chapel, illustrated above, is an architectural wonder of the world.



Will F. Taylor.

The River Cam flows placidly through the grounds of many Cambridge colleges. Here we see St. John's, which possesses two bridges, one known as the "Bridge of Sighs."



Will F. Taylor.

Many Cambridge colleges have verdant lawns and beautiful gardens leading right down to the edge of the River Cam, and the ancient buildings thus appear in a setting at once dignified and restful. In this picture we see the grounds of King's College, with Clare College beyond.

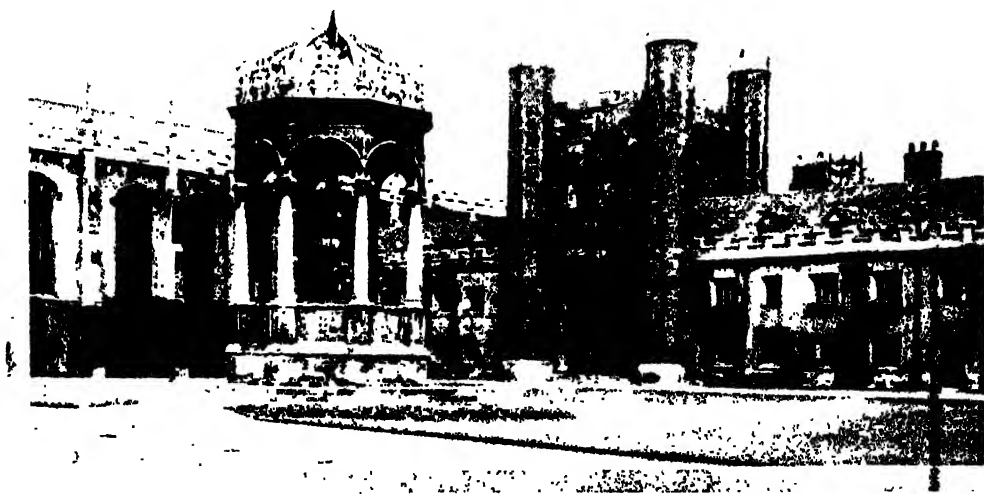
land that stood up a little above the marshes, like islands (as indeed they came to be called). In later times towns arose on these fenland "islands"; some of these are important to-day—the cathedral cities of Ely and Peterborough, for example. It was on just such a high and dry spot that Hereward's "Camp of Refuge" was made.

In years to come, the Wash may cease to be a feature of the Fenland coastline. As the Fens themselves were turned from swamp into fertile farming land, so may the Wash be reclaimed from the sea to provide thousands more fertile acres. Much has already been done, and by April, 1949, such projects as the Wainfleet Scheme and the Holbeach Scheme had, within a space of three years, reclaimed nearly 10,000 acres of rich farming land. One of the pioneers of land reclamation in the Wash was no less a person than King George VI whose Sarvingham estate was the scene of pre-war experiments in reclamation.

Reclamation is also being done by the Norfolk Estuary Company and will result from the River Nene Catchment Board's plan to extend the training walls of the Nene river further into the Wash.

Cambridge

The first towns grew up on the borders of the Fenland, where higher ground provided good sites. The University town of *Cambridge*, for example, commanded the ridge of downland which in early times formed the only means of communication between East Anglia and the Midlands. To the north lay impassable fenland; to the south impenetrable forest. In the Middle Ages Cambridge was one of the chief distributing centres of England; but when the silting up of the Wash closed its ports, trade declined, and its great annual fair—"Stourbridge Fair" became but a shadow of itself. It is the University that makes it important to-day; and the beautiful old colleges



AT TRINITY COLLEGE, CAMBRIDGE

F. Dixon-Scott

The charm of old buildings, in a perfect setting, could never be better seen than in this picture of Trinity College, Cambridge. Our view shows the Great Court with its lawn and fountain. As one would expect in a University town, printing and bookbinding form the chief industry of Cambridge.

and their chapels are the chief attraction for visitors. King's College Chapel is one of the architectural wonders of the world. As one would expect in a University town, printing and book-binding is its chief industry. Its market and corn exchange are still important, however, to the farmers of the surrounding countryside.

The Fertile Fens

The Fens form "a vast level of black peaty soil 2 feet to 6 feet deep, resting on clay," and stretching into six English counties. This region is kept drained by wind-mills and steam pumping stations where water is lifted into drainage channels to find a natural way to the rivers and the sea.

A great deal of fenland is now used by farmers, and intersected by "droves" or straight roads that lead from village to field. The Fen country is famous for its heavy crops of potatoes, its fine celery, and its splendid vegetables.

More interesting still are the orchard lands. Acres and acres of strawberries and raspberries, plums and apples, and other fruit provide work for fruit-pickers from June to October. At some of the towns and villages (e.g., Histon and Shippea Hill) large jam factories, fruit



Reece Winslow

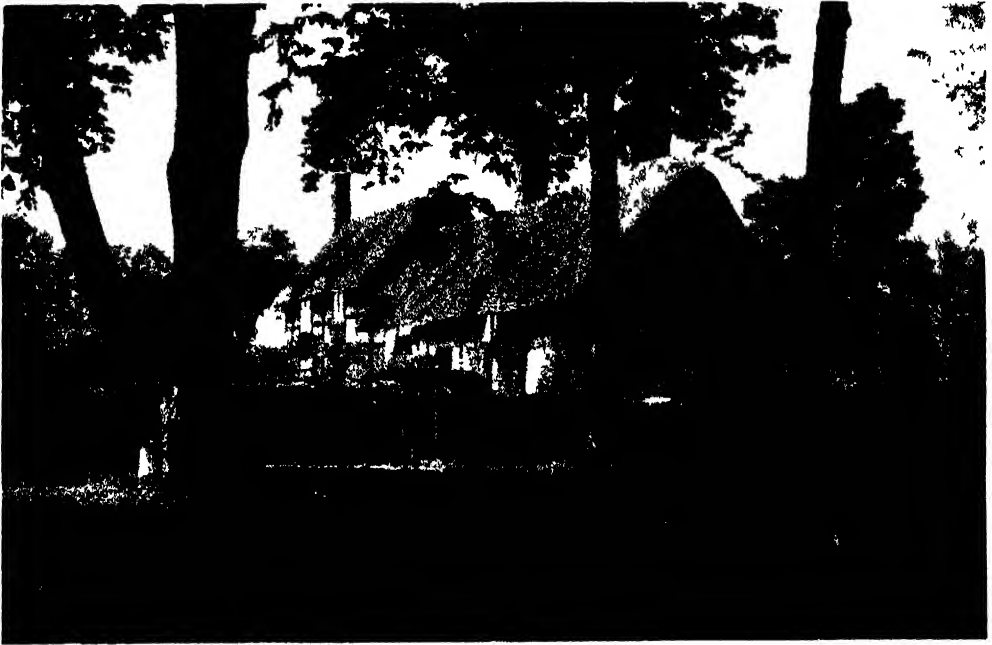
LINCOLN CATHEDRAL AND THE EXCHEQUER GATE

Although a church is said to have stood on this site as long ago as A.D. 627 and the cathedral of Bishop Remigius was built here in 1074, Lincoln Cathedral as we see it to-day was not begun until 1192. This picture shows us the towers of the West Front rising above the ancient Exchequer Gate which is a relic of the walls that surrounded the Minster Yard.

canneries and vegetable canneries have been built.

The fertile Northampton Heights (whose rich iron deposits feed the blast furnaces of Wellingborough, our second largest iron producer) bound the Fens on the west, and the chalk hills of the Chilterns to the East Anglian Heights bound them on the south and east. Other important iron-smelting towns on the fringe of Fenland are *Scunthorpe* in Lincolnshire, and *Corby* in Northamptonshire.

THE HEART OF ENGLAND



ANNE HATHAWAY'S COTTAGE, SHOTTERY

Walter Scott

Anne Hathaway, wife of William Shakespeare, was the daughter of a farmer. The charming cottage shown in this picture was once her home, and was inhabited by generation after generation of Hathaways, the descendants of Anne's family living here until 1911. The cottage is at Shottery, within comfortable walking distance of Stratford-on-Avon.

THE very centre of England, they say, is in Warwickshire, the county of beautiful woods and gardens, through which the Avon flows on its way to the Severn. This is Shakespeare's country, for on the Avon is Stratford, where the greatest poet and dramatist of all time was born in 1564, and where you can visit the house and go into the very room in which the "Bard of Avon" first saw the light. The town is visited by large numbers of people every year; they come from all parts of the civilised world to see the birth-place of Shakespeare and the wonderful collection of Shakespeare relics in its rooms, the old Grammar School which he is said to have attended and the cottage at Shottery near-by, where he courted and won Anne Hathaway.

In the neighbourhood are still the remnants of the Forest of Arden, which Shakespeare loved; and in the towns

and villages are lovely old Tudor houses that remind us of the days of Good Queen Bess when Shakespeare was doing some of his finest work. Beneath the shadow of Warwick Castle, which is finely preserved, are the beautiful old Tudor houses of Mill Street; and not far away is Kenilworth Castle, where Leicester entertained Queen Elizabeth with splendid hospitality.

The Red Plain

Warwickshire is part of the English Midlands, which geologists call "The Red Plain." It is red—red in the fertile fields when it has been newly turned up by the plough, red in its wayside walls and in the mellow stone of its old cottages, country seats and ancient castles. For the whole of this heart of England is floored with the New Red Sandstone, which is the colour of old-rose; from it the fertile red soil has been formed, and from it

the stone for building has been taken. But in places humps of much older and harder rocks have thrust through this New Red Sandstone floor—in Charnwood Forest and in Cannock Chase, for example—and it is in and around such old rocks as these that the great coalfields of the English Midlands lie.

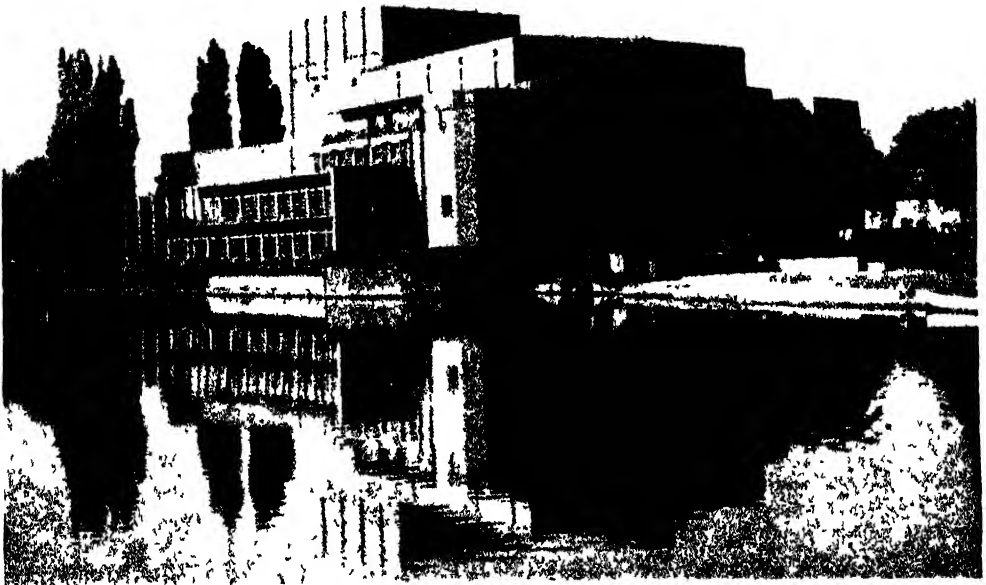
The boundaries of this Midland region are clearly shown in any good map. The oolite (limestone) ridges which can be traced from the Cotswolds through Edge Hill and the Northampton Heights to Lincoln Edge and the Humber form its southern boundary. Its western limits are the Welsh Highlands, along whose edges are the old "Marches" or border lands held in the Middle Ages by the "Lords Marcher"—stout fighters with strong bands of retainers to keep back the Welsh raiders.

In the north the Pennines project far into the plain, above whose floor

they stand like a giant promontory of limestone thrust into a sea of sandstone. From the Pennines, beautiful streams like the Dove and Derwent flow down through their lovely dales to swell their lordly Trent that sweeps on past Burton, the home of the best English ales, past Nottingham, the busy town of the hosiers and boot-makers, past the old castle town of Newark, and through farm lands and factory centres to the deep estuary of the Humber.

The Midland Sea Gates

The English Midland Plain has three great gateways through which the products of its mines and busy factories pour to the wide world. The china and crockery of the Potteries; the boots and shoes of Stafford, Northampton, Nottingham and Leicester; the iron and other metal goods of the Black Country; the motor cars and cycles of Coventry and other centres;



W. G. Davis

THE MEMORIAL THEATRE, STRATFORD-ON-AVON

This modern building, reflected in the calm waters of the River Avon, is the Memorial Theatre whose festival performances of Shakespeare's plays bring visitors from all parts of Britain and the world. Built of red brick, it forms a striking addition to the scenery of the river banks.

and the goods from the engineering shops and electrical works of Rugby and its neighbours all use these gateways. They are sea-gates—one, the Mersey gate at which stands the great city-port of *Liverpool*, with its ship-building sister-town of Birkenhead across the water. Another is the Humber gate, with the important port of *Hull*, (or Kingston-upon-Hull as we should rightly call it if we keep to its old name), and its sister-port of Goole farther up the estuary. The third is the Severn gate where are *Newport* and *Cardiff*, which serve not only the Midlands, but also the busy coal and metal businesses of the South Wales coalfield; and on the other side of the estuary, the city-port of *Bristol* on the Bristol Avon (with its outport for deep-water ships at Avonmouth), which is itself an important manufacturing centre with sugar refineries, tobacco factories, paper, timber, and leather industries, and cocoa and confectionery plants.

Ways Across the Red Plain

South-eastwards, across the oolite ridge and the clay vale on the other side, and then over the chalk Chilterns several great main railways provide highways to *London*, the great estuary port where gather the ships of the seven seas. These main routes cut across the eastern side of the Red Plain, serving Northampton, Nottingham, Leicester and Derby on their way to the north by the eastern flanks of the Pennines. Other main routes, pass through the heart of the plain and serve its western borders, too. The western route to Scotland cuts through the Midland Gate (in which is the great railway junction and engineering town of *Crewe*) between the Pennines and Welsh mountains to reach the busy plain of South Lancashire. A main railway line crosses the Red Plain by way of the Black Country to Shrewsbury, from whence another main line goes up the

Severn Valley into the very heart of Wales.

It is in the Midland Plain, too, that our canals spread their closest network. The main canal routes form a kind of X with Mersey, Humber, Severn and Thames at the extremities of its four arms. Near the crossing of the arms lie the Black Country and the Potteries, where the system of canals is closer than anywhere else in Britain.

Our Canals

Our canals are not nearly so flourishing as those of the Dutch, the Belgians, the French and the Germans, for many have been allowed to fall into disuse, and some can only admit "monkey-boats" of about 30 tons. On these the canal folk live with their families, every member of which takes a part in the work almost as soon as he or she can run about without fear of falling overboard. Horses are still used to tow the barges along, but in recent years steam barges and motor barges have become common on most of our leading canals.

On some of the continental canals, barges of a thousand tons and more are in common use. British canals might be made much more valuable if they were deepened and widened and already on some of the more important—the Grand Union, for example—the work of reconstruction and improvement is well in hand.

The Red Plain has rich soil, and abundant grasses suitable for cattle and sheep—cattle (especially dairy cattle) on the plains of Staffordshire and Cheshire, but sheep on the higher and drier ground of the hills, especially the slopes of the oolite ridge. The hides from its cattle and the wool from its sheep, the clear water and power from its running streams gave rise in early times to the great boot and shoe industries and the woollen industries which have long had their home there, and which



STOKE-ON-TRENT FROM THE AIR

F. A. H. S.

In this picture the kilns, shaped like dunce's caps, give the clue to the important industry for which this great manufacturing town is famous. Stoke-on-Trent is really six towns (Stoke, Burslem, Hanley, Tunstall, Longton, and Fenton) in one, and it is the famous centre of the North Staffordshire pottery industry, with more than 300 pottery works within the city boundaries.

grew by leaps and bounds when the rich coalfields of the Midlands were opened up.

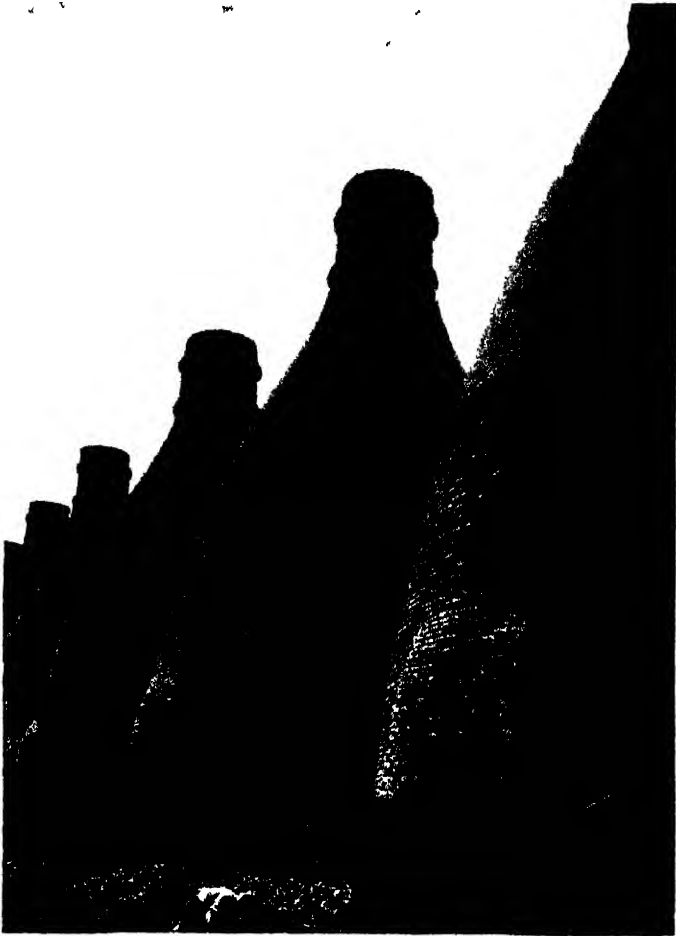
In the Coalfields

The coalfields, as we have already seen, are chiefly on and around the humps of ancient rocks that in past ages forced themselves through the level floor of New Red Sandstone. Each of them has its own particular business, which began in the first place because of special local advantages.

There are, first of all, the coalfields of the Pennine flanks—the North Staffordshire, and the Derby and Nottingham fields. The former is universally known as the "Potteries"

because its characteristic manufactures are of china, earthenware and pottery of all kinds. The chief centres are "The Five Towns" (though there are really six, all now included in the city of *Stoke-on-Trent*: Burslem, Hanley, Longton, Tunstall, Fenton and Stoke itself). The Derby and Nottingham fields together form part of the extension into the Midlands of the great Yorkshire coalfields, and on it are the iron and steel and engineering works of *Derby* and *Chesterfield*, the woollen and cotton hosiery and boot business of *Nottingham* and *Mansfield*, and the silk manufactures of *Derby* and its neighbourhood.

In the very heart of the Red Plain are three coalfields: (1) the "Black



POTTERY KILNS AT HANLEY

Fox Photos

Kilns such as these are common enough sights in the Potteries of North Staffordshire. In them, the products of the potter's wheel undergo the important hardening process known as biscuit-firing and may be later fired for ten or twelve hours if they are decorated with enamels as well as glazed.

Country" or South Staffordshire coalfield; (2) the Warwickshire coalfield; (3) the Leicestershire coalfield.

The first gets its name from the "black" industries carried on beneath a pall of smoke from factory chimneys, and from its grimy canals and giant heaps of black and grey waste from the coal mines or of slag from many blast furnaces. The great city of *Birmingham* is near the south-eastern edge of the coalfield and not on it. It makes all kinds of metal goods, cocoa, chocolate, soap, machinery, motor-cars, ex-

plosives and many other manufactured things, and is the business heart of the Black Country.

It has many splendid buildings, and like most of the big industrial towns of the Midlands and the North, much beautiful country around it, and within easy reach of the city. Other towns in the Black Country, *Wolverhampton*, *Walsall*, *Wednesbury*, *Dudley* and *West Bromwich*, for example, engage in various branches of the iron and steel trades and in working in metals, as well as in engineering and chemical industries. Each, however, has its own special business, which is more important than the several others carried on there.

We must bear in mind that when we speak of a certain town as carrying on a special manufacture, it is the *chief*, and by no means the only, business conducted by its workers.

Large factory towns, especially in the Midlands and the North, engage in very many different industries, because most of them have been built on or near the coalfields.

Yet Other Coalfields

The Warwick coalfield is near enough to *Coventry* and *Rugby* to be an advantage to both; *Coventry* specialises in motor engineering, but also has important rayon factories, and *Rugby* in the making of electrical apparatus and general engineering. The Leicester-

shire coalfield is some few miles from Leicester ; it is purely a coalfield, and has no great manufacture which has made its home upon it ; it has no large industrial cities like most of the other coalfields, but many mining villages and small towns. Ashby-de-la-Zouch is the most important of them. *Leicester* itself is a highly important woollen hosiery manufacturing centre, whose industry dates back to the time when the wool of the Leicester breed of sheep first became famous.

On the western borders of the Midland Plain are three other coalfields—the Flint and Denbigh fields, with ironworks at Wrexham, the Shropshire or Mid-Severn coalfields, and the Forest of Dean, which, like the Leicestershire

coalfield, is a field pure and simple, and not the home of any great manufacturing industry.

The Forest itself is very beautiful, especially where the Wye comes down from its deep wooded and winding valley past the ruins of Tintern Abbey to Chepstow Castle and the Severn estuary. Tintern Abbey was founded in 1131 by the lord of the castle at Chepstow for Cistercian monks, and was built according to the Cistercian rule : "None of our houses is to be built in cities, in castles, or villages ; but in places remote from the conversation of men."

The Salt Towns

The western side of the Midland



Planet News.

THE RUINS OF COVENTRY CATHEDRAL

Coventry, the Warwickshire manufacturing city noted for its cars and bicycles, had a rich architectural heritage much of which was destroyed during the terrible air raid of November, 1940. Among the priceless buildings destroyed was the beautiful Cathedral of which only ruins remain. Lawns and flowering rock gardens have been laid out where once the citizens of Coventry worshipped.



THE RUINS OF TINTERN ABBEY

J. D. H. S. H.

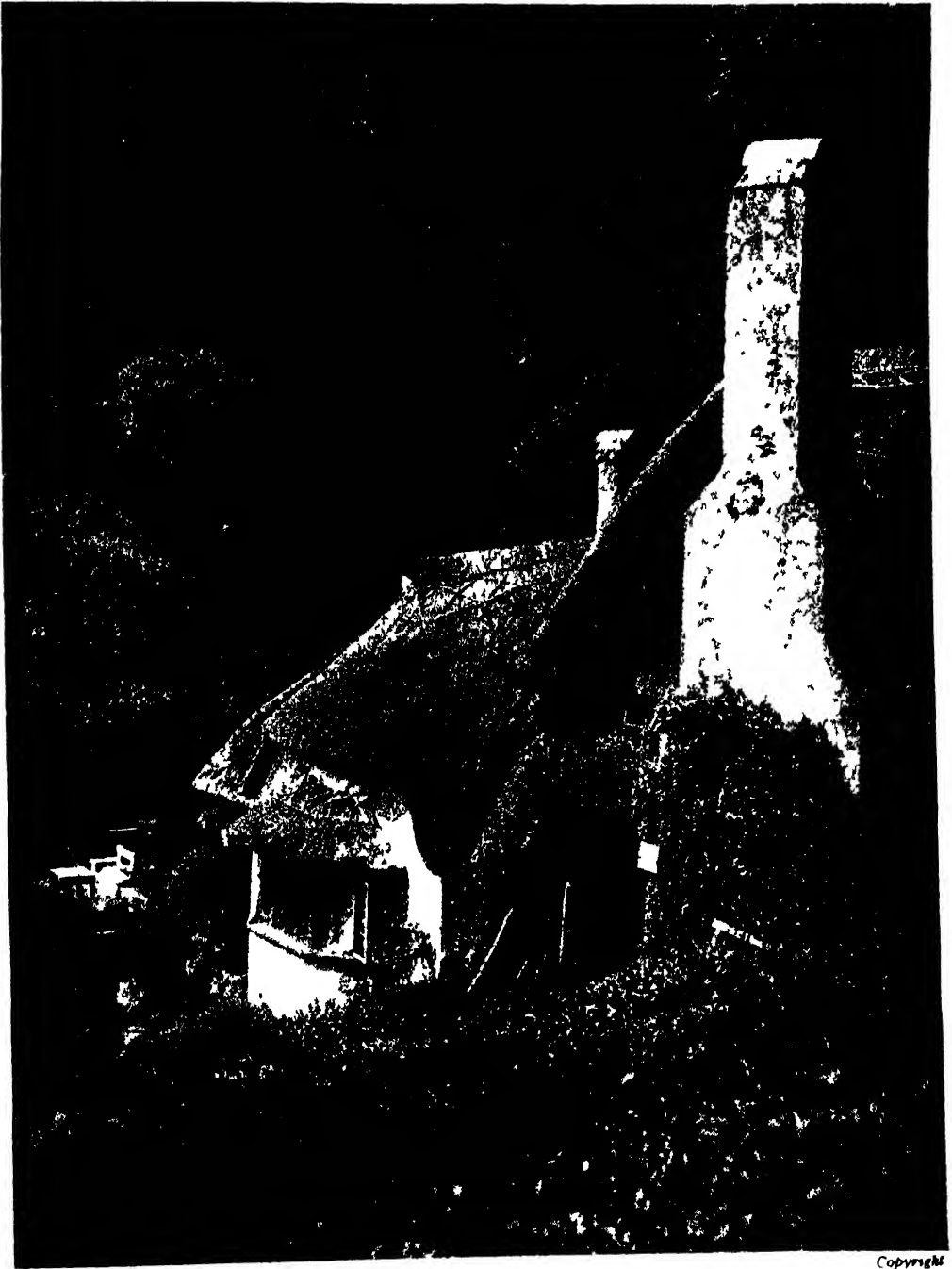
Founded by Walter de Clare in 1131, Tintern Abbey has been called the most perfect ruin in England. For even the decay that has overtaken it since the monks were driven out in the reign of Henry VIII cannot destroy the faultlessness of its Early English style and the beauty of its proportions. To day, its noble grace adds to the charm of the Wye Valley in which it stands.

Plain, too, has rich salt deposits and brine springs. In Cheshire, along the line of the Weaver valley, are the salt towns, Northwich, Middlewich, Winsford and Nantwich. These are the towns of the Cheshire salt field which, some hundred and fifty years ago, was the only large salt field that had been discovered in Britain. Since salt was needed as a raw material for making soda and other chemicals, it was natural for these salt towns to become centres of a great chemical industry, and to-day many of the important chemical factories in our country are gathered in and around the salt towns where they are near raw materials and good trade and shipping centres. Their products are

sent by the Weaver and the Manchester Ship Canal to Liverpool for export and to the manufacturing towns of South Lancashire.

Bores are sunk into the rock-salt, water is admitted, and the brine is pumped up to be used in chemical manufacture, or, by evaporation, converted into the household salt we know so well. The subterranean hollows created by brine pumping cannot be propped up and the result is that in places large subsidences occur. Houses lean or sink to a low level, but, being built on wooden framework, are raised every so often. There is a special local authority which deals with this.

THE CHARM OF AN ENGLISH VILLAGE



Copyright

England is justly famous for its old-world villages, where can still be seen humble dwelling places built from local materials. Here can be found cottage homes, half timbered or of stone and thatch, that were new when Drake made his voyage round the world. Many a village of old has been swallowed up by urban growth. But others, such as the beautiful village of Selworthy, in Somerset, shown in this picture, remain to delight the eye and draw visitors from near and far.

ROOFS OF THATCH AND STONE



British Council

The village of Compton Chamberlayne in Wiltshire provides these fine examples of the thatcher's craft. This charming village is but one of many scattered across the face of Britain which have become famous as places of quiet, unchanging beauty that has outlived the centuries.



Fox Photos.

With distinctive steep-pitched roofs and pointed gables, these cottages at Arlington Row in Bibury, Gloucestershire, have been standing for more than 200 years. Their quaint charm makes it easy to understand why Bibury has been called "one of the loveliest villages in England."

UNCHANGED BY TIME



Topical Press.

No modern "improvements" or signs of progress such as petrol pumps, advertisement hoardings, and telegraph poles disfigure the north Hertfordshire village of Westmill. Church, cottages, village green and parish pump remain much as they have always been.



Country Life.

Codiford St. Mary, in Wiltshire, is another village possessing quaintly-thatched cottages whose neatly-fashioned eaves overhang age-old walls of brick and timber. A thatched roof keeps the heat out in summer and the cold out in winter better than many a tiled roof does.

THE BUSY NORTH



Topical Press

SHEFFIELD, ENGLAND'S CITY OF STEEL

Nothing could better typify our busy, industrial North than this picture of a part of Sheffield, the traditional centre of the British steel industry. Smoke from the chimneys and fire from the blast furnaces stain the sky in sombre greys and vivid reds. Yet within the boundaries of this same city is some of the loveliest moorland scenery. For there is natural beauty as well as industry in the busy North.

NORTHERN ENGLAND is the home of many of Britain's most important industries, for it is well supplied with coal and iron, which are the basis of manufactures, and it has many splendid harbours with large and thriving ports from which the manufactured goods can be exported to all parts of the world, and through which foodstuffs to feed the teeming millions of workers and raw materials to supply the mills and factories can be imported.

Beautiful Scenery

But we shall make a sad mistake if we suppose that the North of England is a region blighted by endless mines and factory chimneys, covered with an everlasting pall of smoke. The North of England is a beautiful district. Those who have wandered over the Yorkshire moors, or explored the pretty dales of Yorkshire, Durham and Northumberland, or tramped over the Pennines, will bear eager witness to that. And linked to the Pennines by the "saddle" of Shap Fell is the English Lake District, which has more real beauty of mountain and dale, lake

and fell packed into its small compass than any other region of the same size anywhere on the globe.

There is wonderful scenery within half an hour's ride from many of the big industrial centres; some, indeed, like Sheffield, have beautiful moorland scenery actually within their boundaries. We have only to go north by train to see green fields, deep woodlands or fine hill scenery separate mines and factory towns.

On the eastern flanks of the Pennines are the three counties of Northumberland, Durham and Yorkshire, well watered by rivers like the Tyne, Wear, Tees and Yorkshire Ouse, which are very beautiful in their upper courses, but become busy industrial rivers near their mouths.

The Coaly Tyne

Two great coalfields are there: the Northumberland and Durham, and the Yorkshire coalfield, which sends more coal to London and the south than any other in Britain.

Through the very heart of the first runs the "coaly" Tyne, on which

stands the great coal-exporting and ship-building port of *Newcastle*, with its sister town of Gateshead across the river on the southern bank—the two linked by a high railway bridge, carrying the trains north for Scotland. The banks of the Tyne from Newcastle to the sea are lined with chemical, glass and other factories, iron and steel works, ship-building yards and engineering shops. At the mouth stand Tynemouth, North Shields and South Shields, which share the coal export trade with Blyth farther north, and with Sunderland at the mouth of the Wear, in Durham.

Through the Tyne Gap runs the railway from Newcastle to Carlisle, and following it fairly closely is the old Roman wall of Hadrian, which in places is still sufficiently well-preserved to show what it must have been like during the Roman occupation—walls, turrets and forts and camps can be traced to this day.

Durham, with its ancient castle and fine cathedral built on high ground in a loop of the Wear, is one of the most interesting cities of the North.

Cleveland Iron

At the mouth of the Tees is *Middlesbrough*, in the North Riding of Yorkshire—the home of Britain's greatest iron and steel industries. Steel from Middlesbrough has gone to make some of the finest ships, the largest steel-frame buildings, and the most wonderful bridges in the world. The great bridge across Sydney Harbour in New South Wales was built by a Middlesbrough firm.

Good iron from the Cleveland Hills behind the town, good coal from the Durham field to provide the coke for the blast furnaces, and plenty of limestone with which to smelt the ironstone are within easy reach of the industry. Often, indeed, the steel-making firm



Loftus Press

THE LOVELY COUNTRYSIDE OF THE BUSY NORTH

This beautiful stretch of the Pennine Way is part of the descent from Great Shunner Fell (2,340 feet) to the little village of Thwaite, almost entirely hidden by trees in the centre of this picture. On either side are the fields that generations of farmers have wrested from the heather and bracken. This is the valley of the Swale, which many declare is the most beautiful of the Yorkshire dales.



A ROMAN STATION AS IT IS TO-DAY

Will F. Taylor.

The Roman Emperor Hadrian built his marvellous wall in the year 122. It was constructed of freestone blocks with a rubble core. Severus, a Roman Emperor, repaired it in 208, and walls, turrets, forts and camps can be traced to this day. Here is the Roman station of Cilurnum at Chesters, in Northumberland. The ruins are those of barrack-rooms, each accommodating about ten men.

has its own ironstone, its own coal mines and its own limestone quarries, as well as its own ships on the deep water of the Tees estuary.

Stockton and Darlington, farther up the Tees Valley, share in the iron and steel business; *Darlington* specialises in railway plant and is one of the centres where engines and trains are made.

Yorkshire is the largest of the English counties, and is divided into three "Ridings" (an old word, meaning "thirds")—the West Riding, which is by far the busiest and most thickly populated; the North Riding, which is partly manufacturing and partly agricultural; and the East Riding, which is mainly agricultural. Yorkshire men are proud of their county—and they have every reason to be.

The Busy West Riding

The West Riding is the home of our biggest woollen industry, which grew up there in the old days because plenty of wool could be got from the sheep grazing on the hillsides; and there was sufficient clear running water to wash it, and many streams to turn the mills. Nowadays, however, much of the wool comes from Australia, New Zealand, South Africa and the Argentine, and it is manufactured into all kinds of woollen goods in great mills and factories, most of which are driven by steam power from coal. The Yorkshire coal has done more than anything else to make the industry so important, but we must bear in mind that the woollen business was already there when the coalfield began to be widely opened up.

As we saw in the Black Country, the towns of the West Riding each produce a special kind of goods, or do some particular branch of the work. *Leeds*, the metropolis of the woollen country, makes more ready-made clothing than any other centre in the world, *Bradford*, the second largest of the woollen towns, specialises in mohair fabrics, *Halifax* has the world's biggest carpet factories, *Dewsbury* is the place for heavy woollens, and *Huddersfield* for worsted cloth and for dyeing. Leeds stands at the meeting place of many routes that converge upon it to pass through the gap in the Pennines made by the Aire tributary of the Yorkshire Ouse.

Through the Aire gap run the trains on their way to Carlisle and Scotland, and the Leeds and Liverpool Canal,

which is the water-link between the woollen towns of the West Riding and the cotton towns of South Lancashire. There are many railways and roads, however, across the Southern Pennines connecting these two leading factory districts of Britain.

"Sheffield Make"

In southern Yorkshire another great industry has long been established—the steel cutlery and plate industry of *Sheffield* and Rotherham on the Don. All the world recognises the imprint

"Made in Sheffield" as the hall mark of excellence on cutlery. Here, again, we find a great business growing up because of the local advantages of coal and iron, grindstones from the mill stone grit of the Pennines, and power from the river, and growing so huge



BUILT BY THE ROMANS

J. I. C. m. m.

Between Newcastle upon Tyne and Carlisle road and railway follow fairly closely the old Wall of Hadrian, which in places is still sufficiently well preserved to show what it must have been like during the Roman occupation. The original wall, built to defend England's northern frontier, ran from Solway Firth to the Tyne and was upwards of 70 miles in length. Can you think of the place where the wall ended on the east? Why, at Wallsend on the Tyne, of course.

that local iron is not sufficient, and it becomes necessary to import the finest Swedish and Spanish iron ores to make the steel. At the present time, British steel production is about 14 million tons a year, but when the present expansion and modernisation of the industry is complete, British steel plants will be able to produce about 18 million tons a year.

The city of *York* (the old Roman *Eboracum*), in the midst of the broad and fertile Vale of York, has a history that reaches back to early British times, and buildings that take its story from Roman times to the present day.

The Humber Ports

The great port of *Hull* is the sea gate of the busy West Riding, the whole of the basin of the Trent and the English Midlands. It specialises in trade with Australia and New Zealand, but ships from all the great ports of the world enter its spacious docks. *Goole* is a growing port farther up the estuary, and carries on a big business in oil-seed and palm-kernel crushing. The vegetable oils thus obtained go to make margarine, or soap and candles.

Grimsby, like Hull, is a huge fishing port and market on the opposite side of the Humber mouth. It is in Lincolnshire. Not far from it are the large docks of *Immingham*, a port for Baltic Lands. Some few miles inland are the blast furnaces of the iron-smelting centre of Scunthorpe. All derive advantage from being near the Humber; so we mention them here in that connection.

For pleasure and recreation, the toilers in the mills and factories, ship-yards and chemical works, steel and iron works and engineering shops of the factory towns look to the Pennine dales and moors on the west, or perhaps more often to the many beautiful seaside holiday towns strung like beads upon the coastline. The chief of these are Scarborough and Whitby, where

Captain Cook lived as a boy, and whence he first went to sea.

King Cotton

Now let us look at the other side of the Pennines, which is much wetter than the eastern flanks because it faces the prevailing moist winds from the North Atlantic, and therefore grows potatoes and other root crops rather than grain. The moist air is important even in the manufactures, for it enables cotton to be spun without much risk of the fibres cracking and breaking.

In South Lancashire cotton is king. The cotton manufacture has long been Britain's leading industry. *Liverpool*, at the sea gate of the Mersey, has always been convenient for the importation of raw cotton from the United States, our chief source of supply; and since the making of the Manchester Ship Canal, cotton steamers can go right up to the great business heart of the cotton towns. *Manchester*, indeed, is a first-class sea port, with splendid dock equipment, within reach of all the great factory towns of the North and the Midlands. You have not to draw a very large circle round Manchester before you have one big enough to include several millions of people. All these have to be fed, and both Liverpool and Manchester import huge quantities of meat and grain and fruits, besides other foodstuffs.

The Cotton Towns

The cotton centres, like the towns of the West Riding and of the Black Country, each have their special business. Wigan is a great coal-mining centre. Manchester is the business rather than the cotton-manufacturing city. As the natural centre of the roads and railways and canals of the cotton towns, it is the place where cotton goods are collected and marketed; it is a port, too, where raw cotton is brought in to be sent to the factory towns and foodstuffs are imported, as we have already discovered.

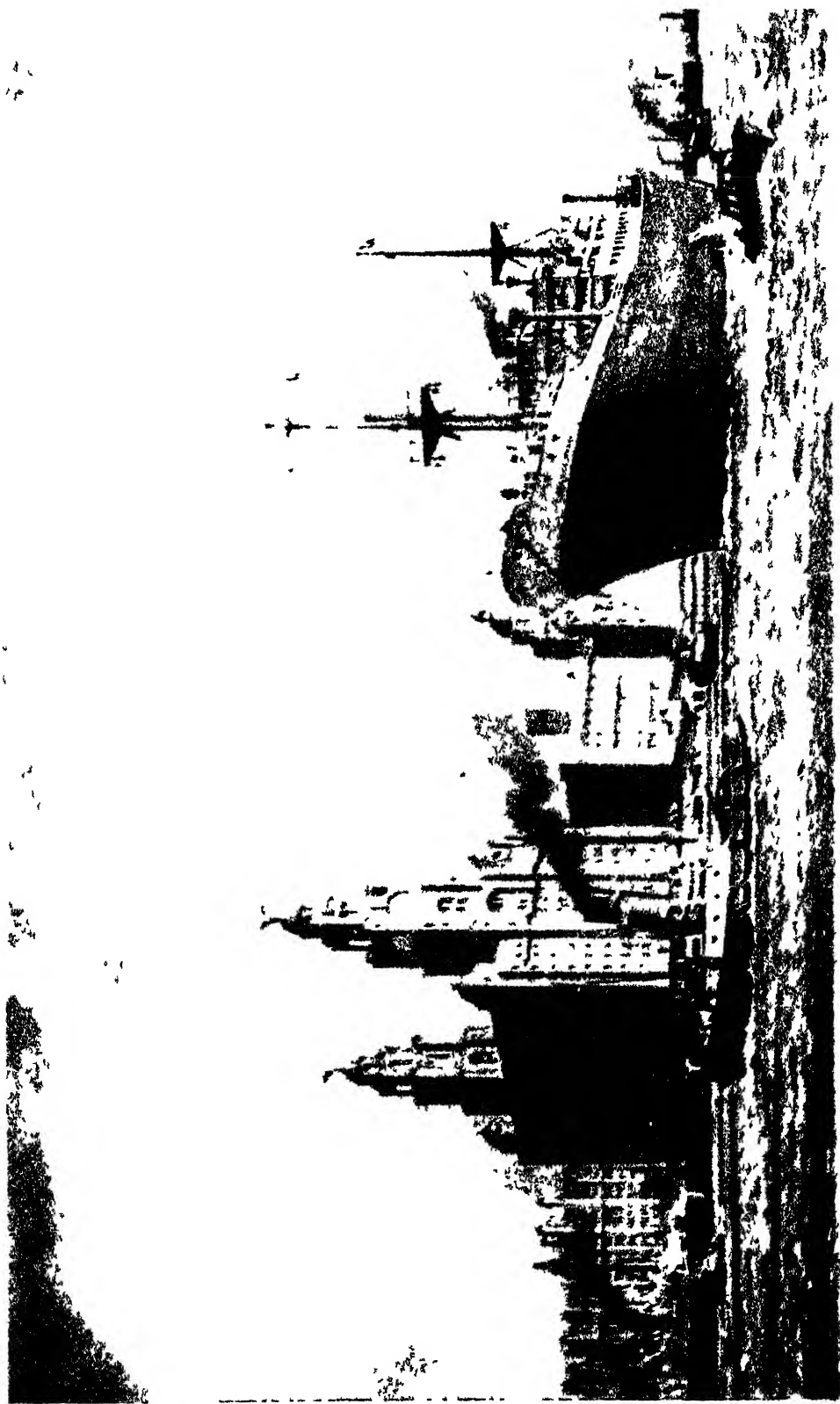


THE POOL OF LONDON

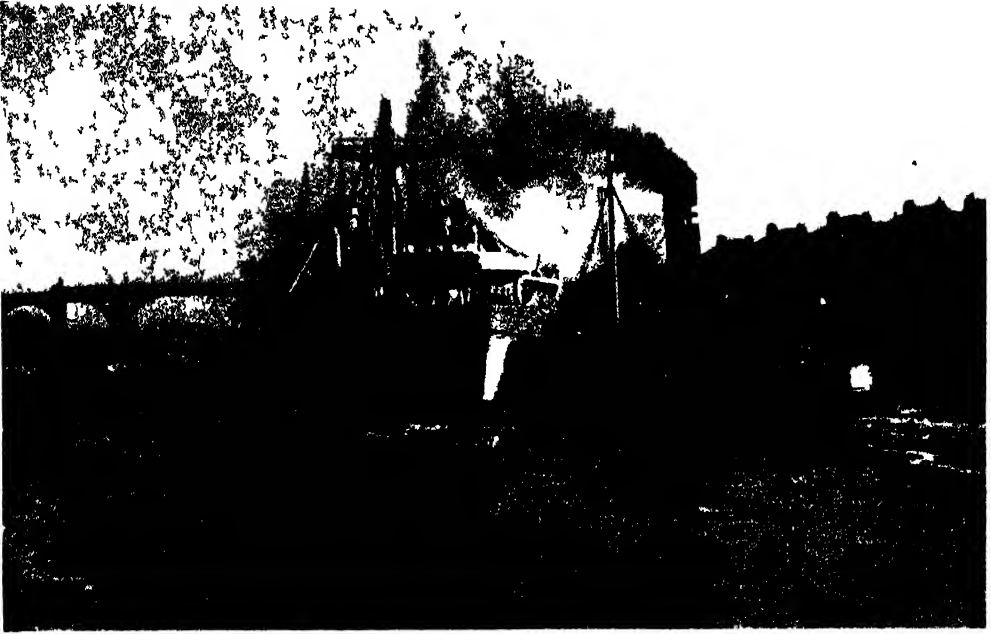
If you stand up in London and look out to sea, it will be like looking down upon the Pool of London, with its three main waterways in the world. Here you may see in one ship, in fact, in one day, the cargoes which pick the merchandise is with a great haul. In the way it will call to mind the Tower.

The London Custom House is a very fine building, and the interior is full of

ONE OF BRITAIN'S SEA GATEWAYS

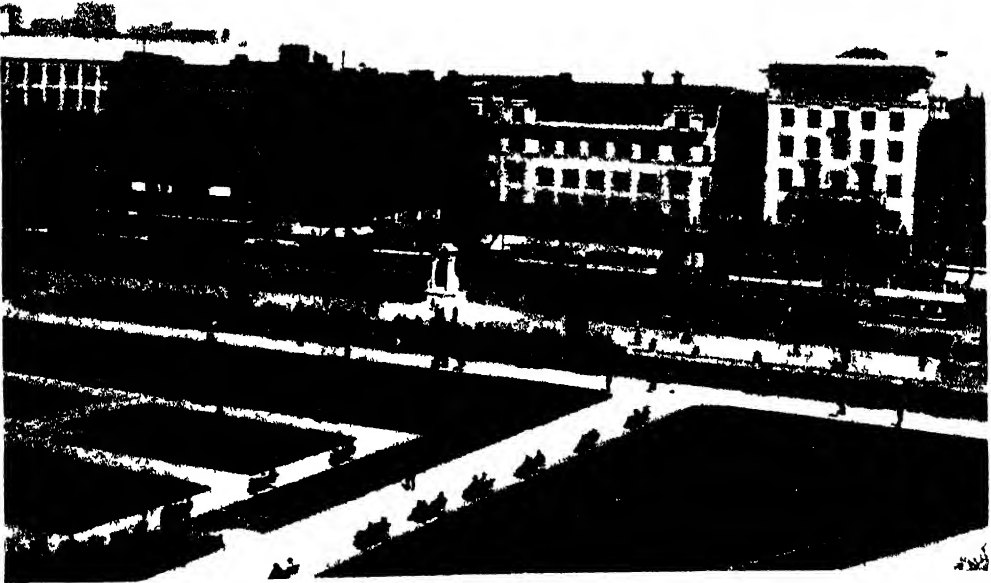


MANCHESTER: THE COTTON CAPITAL



Trinity

The Manchester Ship Canal provides a seaway to the very centre of the British cotton industry. The canal is thirty-five miles long and has twelve miles of wharves. Special apparatus is available to remove and replace ships' masts and funnels if these are too tall to clear the bridges over the canal.



Trinity

Raw cotton comes to Manchester to be distributed to the Lancashire cotton towns, for very little cotton is actually manufactured in Manchester, although some of it is processed there. In this picture we see Piccadilly, one of the busy centres of the cotton capital.

Some cotton towns, like Oldham, spin chiefly coarse cotton "counts," while places like Bolton spin finer "counts." Blackburn workers are chiefly weavers, the Bolton people specialise in bleaching, the St Helens and Widnes men do a great deal of the dyeing, and the machinery is made at centres like Oldham and Manchester. Textile machinery made in Lancashire finds its way to all parts of the world where the manufacture of textiles is carried on on a factory scale. We have to think of Manchester and the largest towns not merely as centres of the cotton trade, but as huge manufacturing areas, making many other kinds of goods as well, especially those needed by the millions of people within easy reach of them.

Liverpool too, is not only a cotton and foodstuff port, but is a fine city that is the headquarters of many of the leading steamship lines in our

Homeland, especially those running regular services to Canada and the United States, to South America and the West Indies, and to West Africa. Liverpool's water-front is one of the wonders of the world. Large liners can come right alongside its great floating landing-stage. Like Heysham, it is one of the ferry ports for Ireland.

Holidays for Lancashire

Where can Lancashire workers take their holidays? There is the string of pleasant seaside resorts on the Lancashire coast, *e.g.*, Blackpool and Morecambe, another in North Wales, *e.g.*, Llandudno and Rhyl, and there are others like Douglas, in the beautiful Isle of Man. For those who love mountain, moorland or lake, there are the Pennine Moors, the mountain land of North Wales, and the Lake District, part of which is actually in North Lancashire.

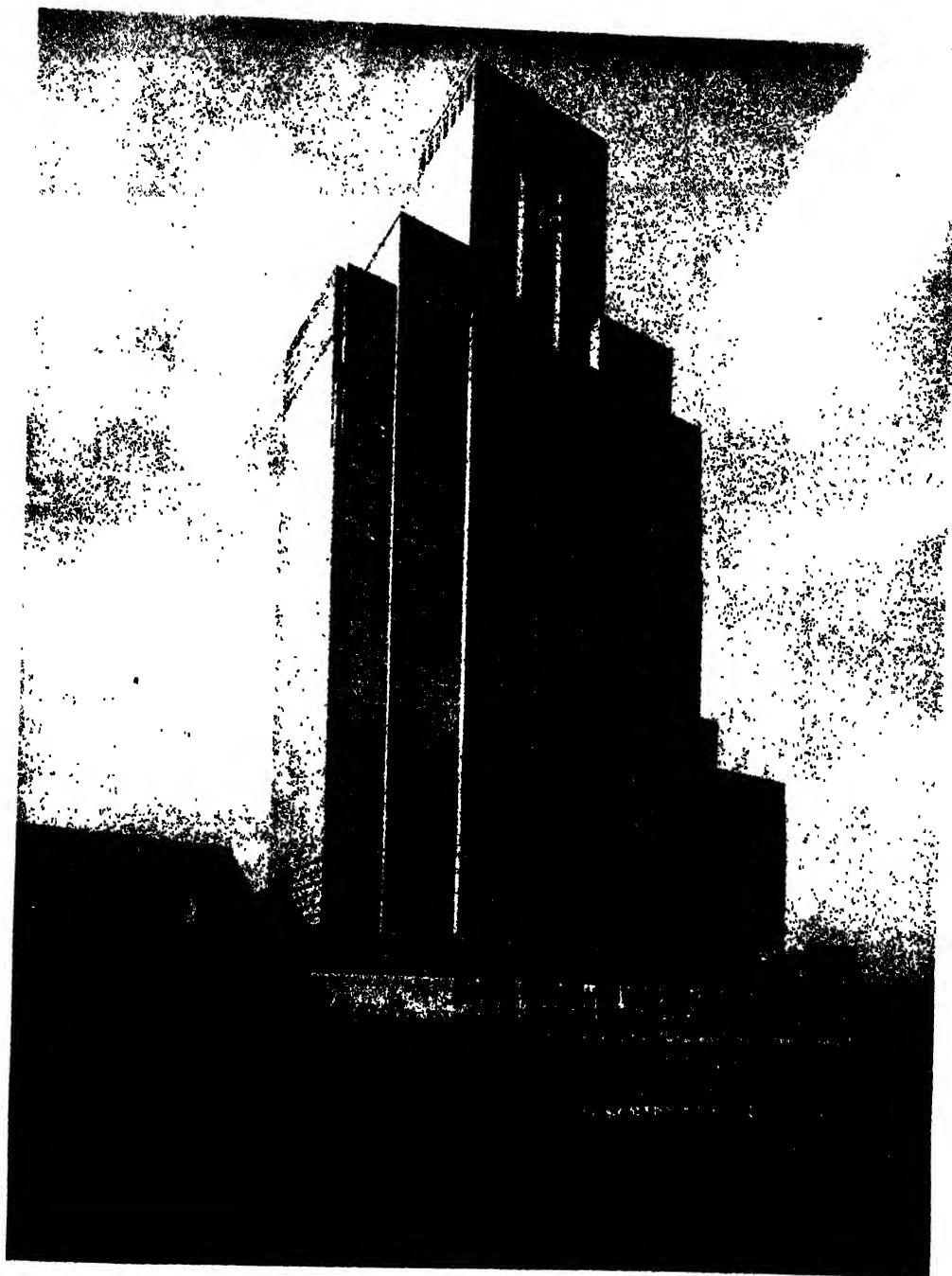


WHERE GRIMSBY'S FISHERMEN DOCK

Typical Press

The seaborne trade of the River Humber is shared by four ports. Hull, Immingham, Goole, and Grimsby. Grimsby is the noted fishing port whose trawlers bring in the harvest of the sea for supply to many parts of the country. It is from Grimsby that the Grimsby Fish, a special night train, runs non stop to London with supplies for the markets of the capital. But Grimsby is not only a port for trawlers—timber, iron ore and wood pulp are also handled here.

AIR FOR THE MERSEY TUNNEL

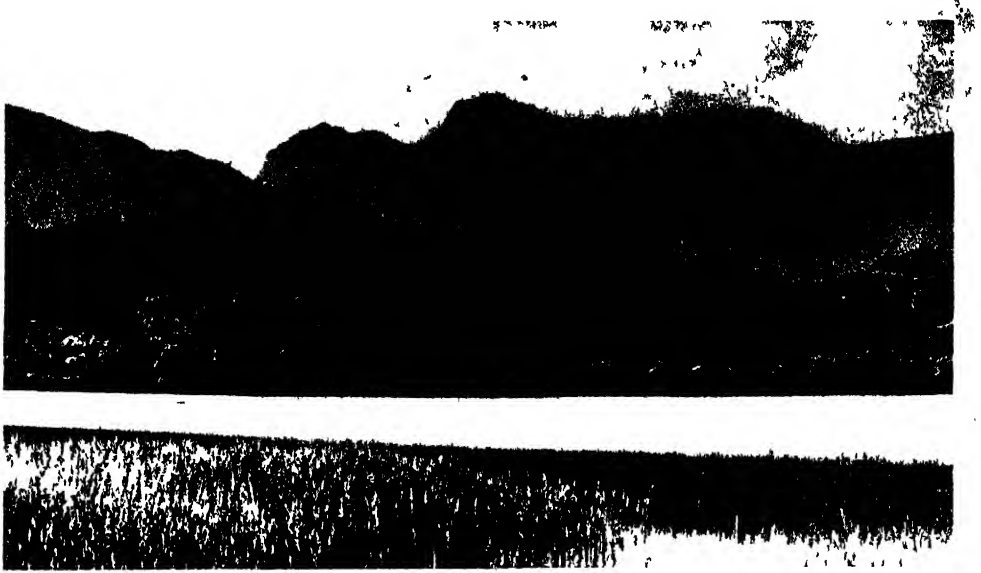


Herbert J. Rouse

Opened by King George V in 1934, the Mersey Tunnel links Liverpool and Birkenhead, running for nearly three miles beneath the river. This picture shows us one of the six ventilating stations, each of which contains blower and exhaust fans to force fresh air into the tunnel at the rate of two and a half million cubic feet per minute and withdraw a similar amount of stale air at the same time.

The Mersey Railway Tunnel was opened in 1886 by King Edward VII, then Prince of Wales.

THE LAKE DISTRICT



Will I Taylor

THE LANGDALE PIKES

The English Lake District is one of the most beautiful parts of our Homeland, and is visited by thousands of tourists every year. In the background of the above landscape we see the famous Langdale Pikes, with Elterwater nearer to us. Elterwater is a beautiful lake because of its setting, and its surface is nearly 200 feet above sea level. It is only one of nearly a score of lakes in the neighbourhood, of which Windermere is the largest.

THE Lake District is one of the most beautiful parts of our Homeland, and is visited by thousands of tourists who go there to catch glimpses of scenes immortalised in verse by Wordsworth, Southey, Coleridge and others of the "Lake Poets."

William Wordsworth was born there, and lived his boyhood days among the lakes and mountains, wandering over the fells of Windermere and Conistone. You remember his poem about the daffodils? The lake by which he saw "a host of golden daffodils . . . fluttering and dancing in the breeze" was either Grasmere or Rydal Water, near which he lived for many years.

The Lake District has its sterner aspects, too. Its height gives it severe winters and its position on the rainy side of Britain makes it often wet in summer, and swept by snowstorms in winter. Seathwaite, below the Sty Head

Pass, is said to have the heaviest rainfall in England. Read Wordsworth's poem "Helvellyn," which paints wonderful word pictures of storm and sunshine, and of the awe-inspiring loneliness of the steep mountain.

Lovely Lakes and Falls

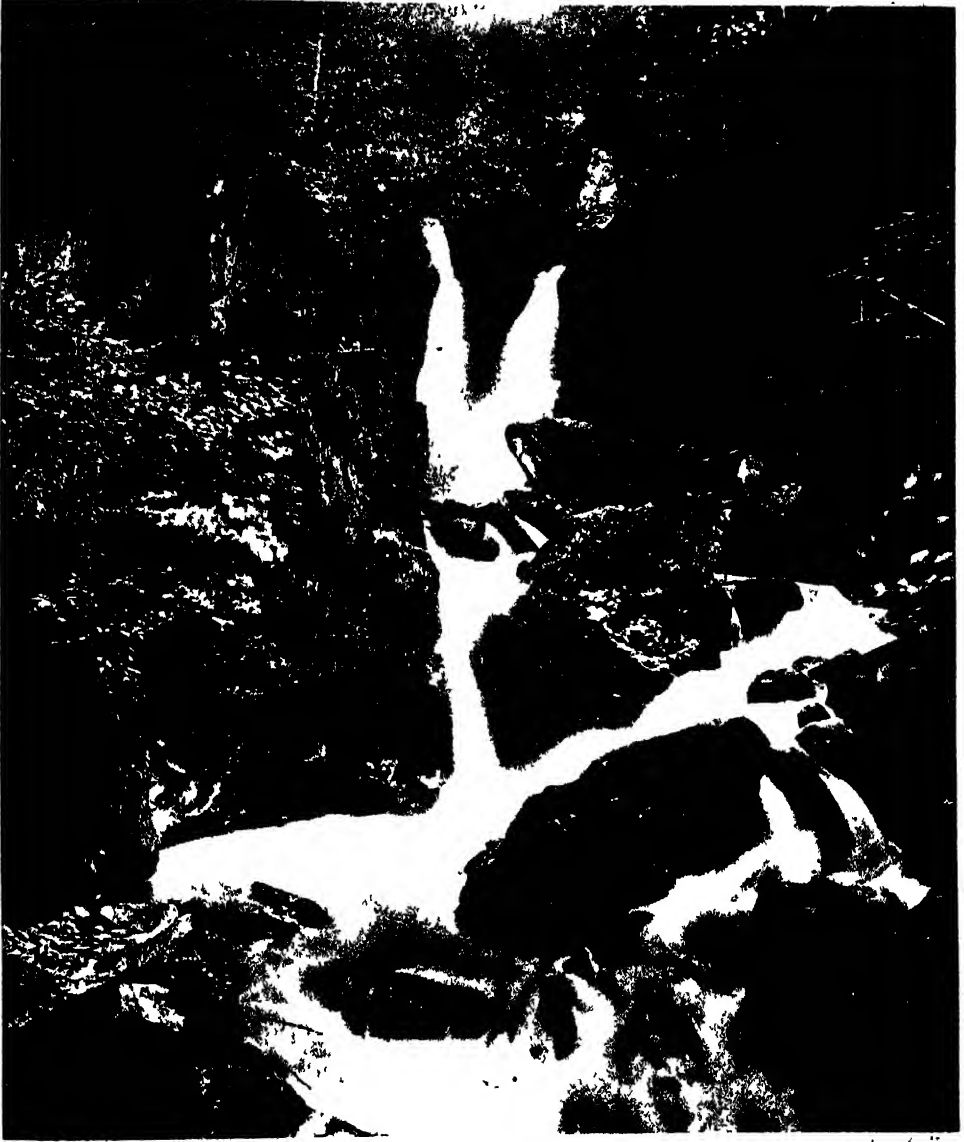
The lakes themselves are ribbon-lakes in the narrow valleys that radiate like the spokes of a wheel from the central knot of mountains. The largest is Windermere, but there are others which Nature-lovers think more beautiful. Thirlmere, on the western side of Helvellyn, supplies Manchester with pure water.

There are many beautiful waterfalls, most of which are at their best after the rain. The poet Southey thus describes the Cataract of Lodore :

"Gleaming and steaming and streaming and beaming,

And rushing and flushing and
brushing and gushing,
And flapping and rapping and
clapping and slapping,
And curling and whirling and
purling and twirling,

Retreating and beating and meet-
ing and sheeting,
Delaying and straying and playing
and spraying :
Advancing and prancing and glanc-
ing and dancing,



STOCK GHYLL FORCE

Photochrom

In the English Lake District waterfalls are termed "forces," and here we see Stock Ghyll Force, which comes leaping down from a height of 70 ft., "curling and whirling and purling and twirling" through its tree and fern-lined pathway, scattering spray in its track. The Force is but a short walk from the pleasant town of Ambleside, through which its waters pass to the Rothay.

Recoiling, turmoiling, and toiling
and boiling,
And thumping and flumping and
bumping and jumping,
And dashing and flashing and
splashing and clashing—
And so never ending, but always
descending,
Sound and motions for ever and
ever are blending,
All at once and all o'er, with a
mighty uproar—
And this way the water comes
down at Lodore."

Scafell Pike (3,210 feet) is the highest peak in England, and in the same central knot lie Scafell, Great End and Bowfell. Helvellyn and the great slate peak of Skiddaw lie farther north. To the east of Helvellyn, Ullswater drains to Penrith and the Eden Valley, along which is the main line from St. Pancras to Carlisle, the most important railway junction of the north of England.

Holidays Among the Mountains

Keswick is the chief centre for the northern valleys, but for people coming from the south, Ambleside is the main centre.

Take the express from London to the north, change at Kendal for Windermere if your train has not a "through" carriage, and you are in the Lake District. Go on by 'bus or car through Ambleside to Longdale, and stay in one of the hotels in the valley below some of the finest of the mountains. Get up early some morning and make your way up "the Band" to the top of Bowfell.

Look around you and notice the wonderful golden-green of the fells and deep valleys. All the mountains seem to you to be about the same height. That is because they have been formed by ancient glaciers and streams carving out deep valleys in an old plateau, leaving parts still standing out as mountains.

To the west you can see the Irish Sea, and perhaps catch a glimpse of the

high Isle of Man; to the south-west—almost at your feet, it seems—you see the tall chimneys of the iron and steel works at Barrow and Millom, where the ore got from the mountains is made into all kinds of iron and steel goods.

Barrow-in-Furness, to give it its full name, has large shipbuilding yards and engineering works. Farther north beyond your vision is another and larger strip of "black country"—the Cumberland coalfield along the coast from Maryport to Whitehaven. Some of the workings run far under the sea.

Lake District Folk

But most of the people of the Lake District are farmers who rear sheep on the fells and cattle in the dales. The sheep are usually of the famous Herdwick breed that can stand the bleak weather of the fells. In such country sheep-dogs are of the utmost importance, for the sheep roam far and often reach spots more or less inaccessible to shepherds, but not to their dogs. The sheep-dogs of the lake country have almost uncanny intelligence; sheep-dog "trials" are held every year, and draw many farmers to witness them.

Hedges are rare; pastures and fields are divided by rough stone fences like those which form the boundaries of most of the highways.

The land as a rule is too wet for successful agriculture, and the small amount of plough-land makes this branch of farming the exception and not the rule.

Some of the people are quarrymen, getting out the fine slates and building stones; or miners working in the iron mines, or winning the few lead and other metal ores from veins in the hard old rocks.

The Isle of Man

When we were standing on top of Bowfell and looking westwards we caught a glimpse of the Isle of Man. Like the Channel Islands, the Isle of Man has its own laws administered by

THE POET OF HELVELLYN



(P. Abraham)

The rugged stone built Dove Cottage at Grasmere is practically the same to day as when William Wordsworth took up his residence within its humble walls in the year 1799. There are many relics of the poet to be seen at Dove Cottage including first editions of his works.



(J. D. N. S. Oll)

Rydal Water is one of the smallest of the English Lakes. The rock shown in this picture stands on the banks of the lake on the Keswick side and is called Wordsworth's Seat because the poet is said to have often rested here. Not only Wordsworth but his friends and fellow poets Coleridge and Southey have associations with the Lake District.

its own institutions—the Court of Tynwald and the House of Keys. The Manx people are of Scandinavian and Celtic origin, with a language of their own which survives to this day. Their island is still divided administratively into sheadings (a word of Scandinavian origin which means a “ship-district”).

Some Manx Legends

The rock structure of the Isle of Man is similar to that of the Lake District. Most of the island's land is pasture, and farming is the traditional industry. But the Isle of Man is a famous holiday resort, and many Manx get their living from the tourists who fly to the island or come by ship from Fleetwood and Liverpool to *Douglas*, the chief holiday centre where a third of the island's people live.

Like all places with long and ancient history, the island has a wealth of

folk-lore and legend, and if you visit the grim ruins of *Peele Castle*, you will probably hear the story of the *Manthe Doog*, which must surely be the original shaggy dog, and which—so the story runs—haunts the castle guard-room.

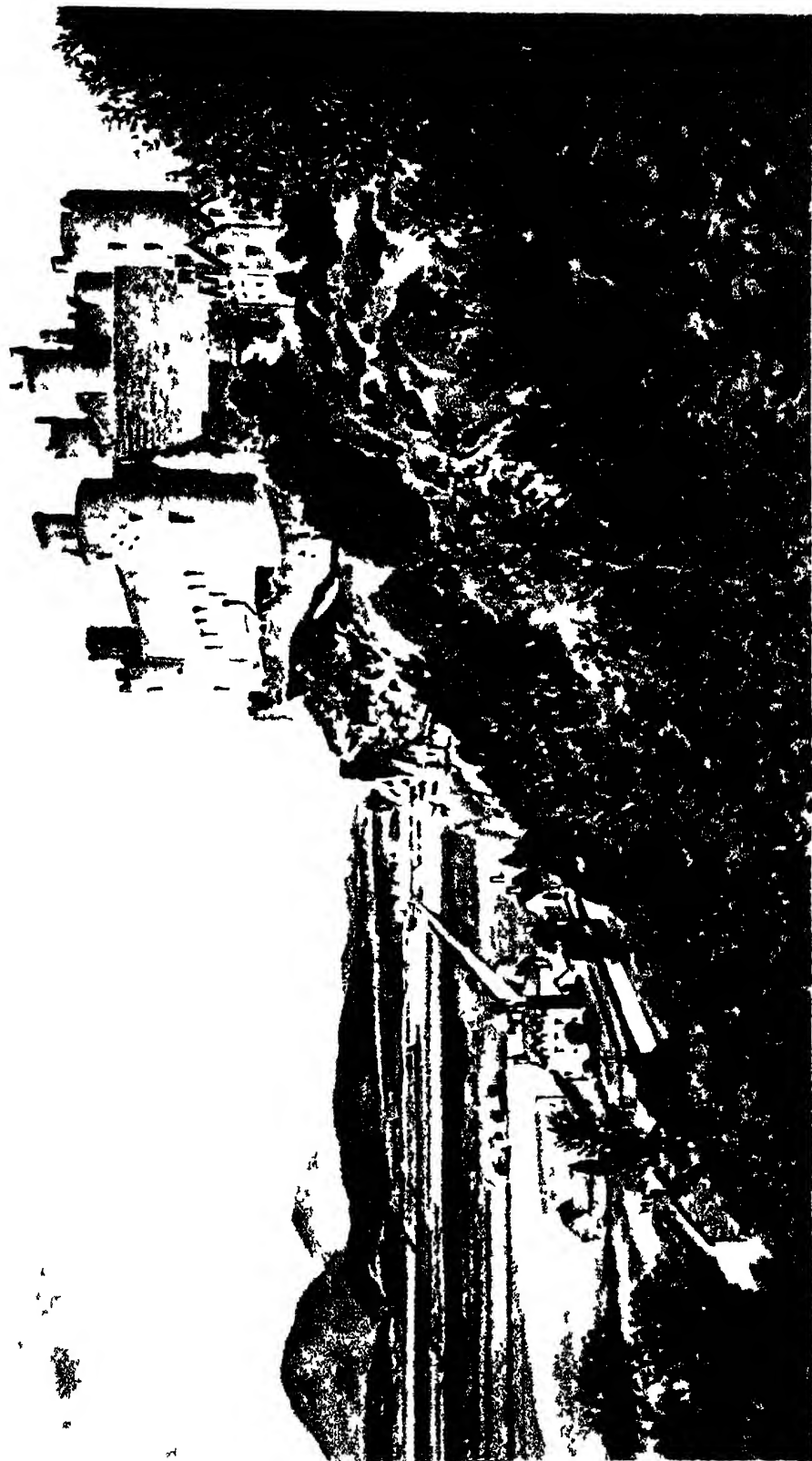
Castle Rushen, at *Castletown*, also has its legends and, if these are to be believed, a mysterious underground room which has never been found. Once the seat of the Kings of Man, the castle is said to be haunted by a giant who periodically returns to the island from which he and his kind were driven by *Merlin*, the magician at King Arthur's court. But the present castle dates from the year 1344, although in earlier times Vikings had a stronghold on this same site. Relics of their days, and of days still more remote, include remarkable Scandinavian and Celtic crosses which are found in many parts of the island.



Fox Photos.

SPRING TIME IN THE LAKE DISTRICT

This charming picture was taken not far from *Rydal* in *Westmorland*. Sheep farming on the Fells is the main occupation of the people in the Lake District, and the *Herdwick* breed of sheep which can stand the cold winters has been developed.



HISTORIC HARLECH CASTLE FAMOUS IN WELSH SONG

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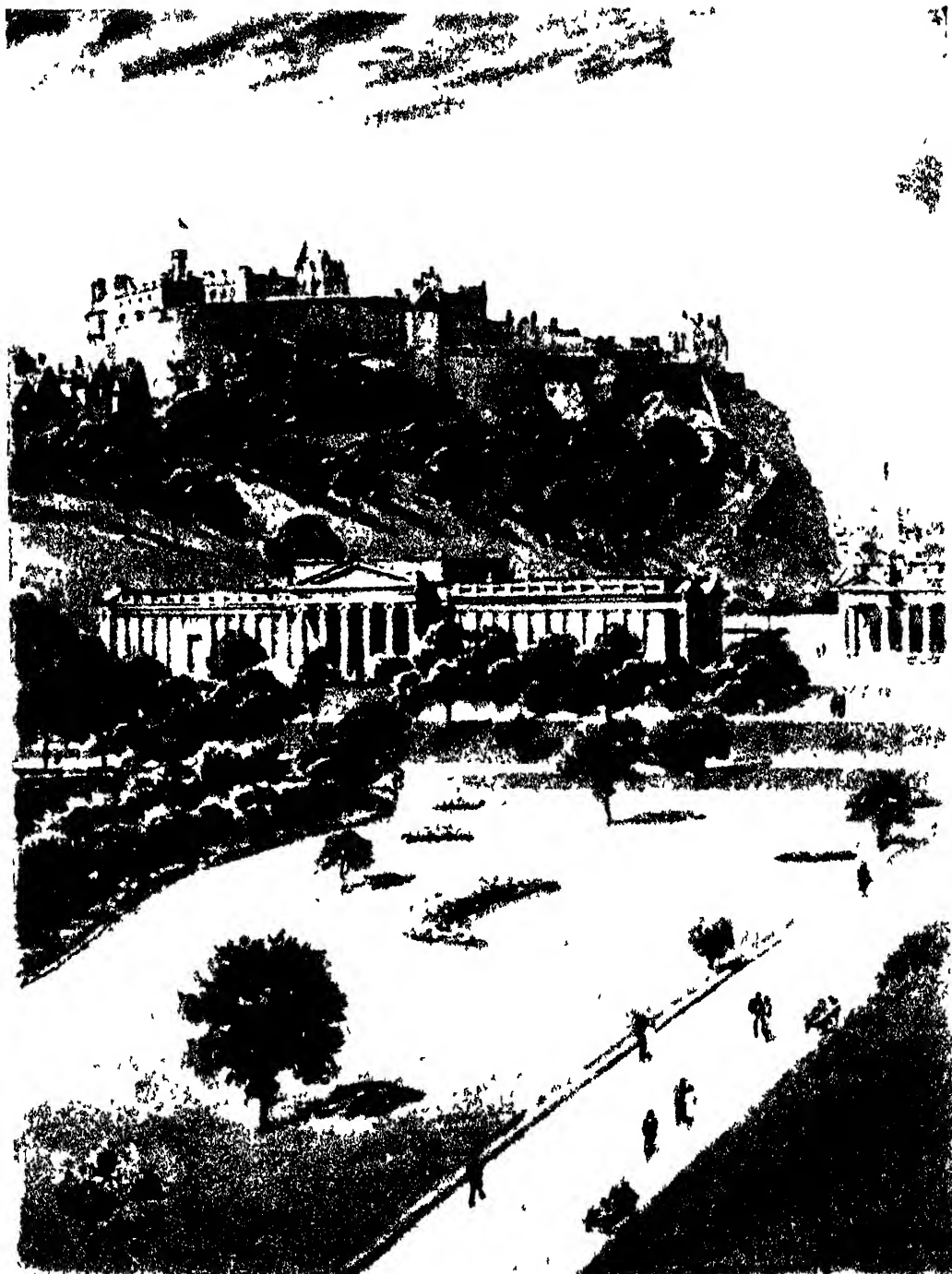
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See also page 110

EDINBURGH CASTLE

Edinburgh, Scotland, has named the famous Rock thirteen hundred years ago, and it is still there, on the Rock, the old castle as it is called. Today the stern walls of the castle are in the heart of the city, the old Rock, as the Scottish capital is sometimes called. Within the castle is the old st. Paul's, the Chapel of Saint Margaret, the Queen of Scotland, who died there in 1093. The old Scottish Crown, sceptre, and sword.

The Story
of the
World and
its Peoples



Among the
Welsh Hills,
Valleys
and Coalfields



CONWAY CASTLE

The ways into Wales by the river valleys like those by the northern and southern coast plains were commanded in mediæval times by strong castles. Some such as Conway Castle still remain externally in a good state of preservation. This romantic building was commenced in the reign of Edward I and could tell stories of bitter siege. Its mighty walls stand firm upon foundations of solid rock.

THE PRINCIPALITY OF WALES

At first sight a population map is a very dull thing. But when we read it with knowledge and use our imagination a little, it springs to sudden life, and becomes an interesting human record of the country it represents.

Look at the population map of Wales, for instance. Two facts catch your eye at once: (1) the very densely peopled region of South Wales, (2) the large patches of very thinly populated country in the middle and north.

Why are there so many people in South Wales? The county of Glamorgan alone contains nearly half the

people in Wales, and if we examine the population figures for Welsh counties and towns we make the surprising discovery that the city of Cardiff has a bigger population than any Welsh county, except the one in which Cardiff is situated. Evidently, then, there must be special opportunities for people in South Wales to get a living.

The South Wales Coalfield

The secret of it all is that in this part of the Principality lies the rich South Wales coalfield, which covers at least a thousand square miles and extends into the counties of Glamorgan,

Brecon, Monmouth, Carmarthen and Pembroke. It has steam coal for ships, any amount of bituminous coal for homes and factories, and the best anthracite ("smokeless" coal) in the world. In places the sea has cut deep inlets into the coalfield (e.g., at Swansea, the second city of Wales), making it easy for coal export; and the richest part of the coalfield is deeply seamed by streams whose valleys provide easy ways for the coal-trains to the great ports of Cardiff, Newport, Swansea and Barry.

Workers in Metal

When the coal exporting business is good, there is prosperity in South Wales, for it gives employment to miners and other workers, numbering hundreds of thousands. For Cardiff, with Newport and Swansea next, is the most important export centre for the South Wales coalfield. At all of these ports expensive and wonderful coal-

handling machinery has been set up to deal with huge quantities of coal in a short time.

Such a rich coalfield is bound to become the home of great manufactures, especially if it has iron as well. There is iron in the South Wales field, but nowadays Welsh ironmasters prefer to import high-grade but cheap iron ores from Spain and Sweden rather than spend more money in getting the local iron. The iron and steel industry of South Wales is enormous; the chief centres are Merthyr Tydvil, Cardiff, Port Talbot, Dowlais, Ebbw Vale, Tredegar, Aberdare and Blaenavon.

This has attracted other great metal industries. The tin-plate business—manufacturing thin steel sheets and coating them with tin to prevent rust—is the biggest in the world. The tin is imported chiefly from Burma, the Straits Settlements, Bolivia and Nigeria. Even the United States, itself a great metal-working country, buys



Fox Photos

A WELSH MINING VILLAGE

Cilfynydd, with its rows of terrace houses disappearing into the dusty mist and its pithead gear silhouetted against the sky, is typical of the villages of the Welsh mining valleys. The coal that is mined feeds, among other things, the enormous iron and steel industry of South Wales.

HISTORIC CARDIFF CASTLE



Robert Fitz Hamon seized Cardiff about the year 1030. The Motte, or artificial hill, on which Robert built his stockade still stands, but—as this picture shows—it is now crowned by a thirteenth century shell keep of stone.



Philosophical Press

Cardiff Castle owes much to alteration or restoration in comparatively recent times. The clock tower (left), for example, is quite modern and is one of the additions made by the Bute family, owners of the castle who presented it to the city of Cardiff in 1947.

Welsh tin-plate. The huge increase in the use of "tinned" and "canned" meats, fish, fruits and vegetables, has resulted in demands for tin-plate from every important part of the globe, Swansea, Llanelly, Port Talbot and Pontypool lead in the tin-plate industry. Pontypool has new importance as the centre of British nylon production.

There are besides oil refineries, large copper, zinc and nickel works, factories in which fire bricks are made for furnaces, or where patent fuel is made, or where the coal by-products are extracted and used. All these industries help one another in some way, and each depends upon *coal*. Cardiff is one of the most important ship-repairers in the

world, largely because of the advantages offered by the industries of South Wales in providing the necessary materials.

How South Wales is Fed

Food must be brought to this dense population in enormous quantities—and it should be remembered that Cardiff and Newport are gates to the industrial Midlands as well for food products. This helps to explain the gigantic flour mills at the four leading ports of South Wales. Oil and timber also come in large quantities from overseas.

All these industries, and the transport by railways and roads, by inland waterways and the sea, which keeps

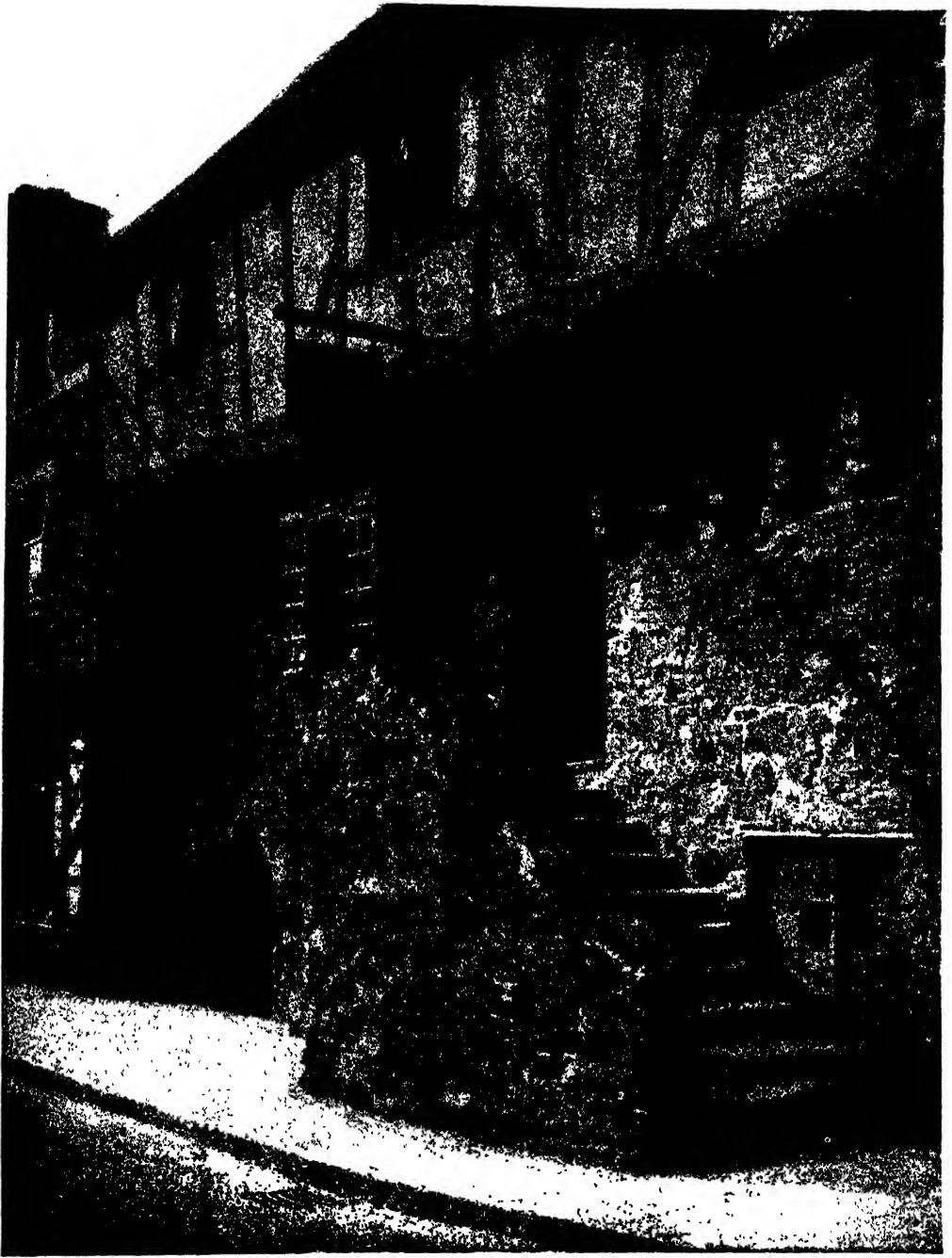


THE CASTLE OF CARNARVON

Will F. Taylor

Carnarvon Castle, like that at Conway, was begun in the reign of Edward I, and was not only a fortress, but also a royal residence. In olden days there was long-continued guerilla warfare, and, when the English conquered a portion of Wales, they set a castle in some strong place to control the ways. Edward II, the first Prince of Wales, was born in the stronghold illustrated above, which stands on the Menai Strait.

AFTER FIVE HUNDRED YEARS !



Will F. Taylor.

Known as "The Aberconwy," the extremely interesting residence pictured above is not only the oldest house in Conway, but also in the whole Principality, as the sign now swinging at the entrance up the rugged steps proclaims. The house stands at the corner of High Street and Castle Street, its sturdy framework and beams of oak, long ago blackened with age.

them alive, employ large numbers of people. That is why South Wales supports more than five-eighths of the Welsh people.

The Real Wales

But this is not the Wales of the bards and poets, who have never ceased to sing the glories of her mountains and valleys, and to tell of the wonders of her changing skies above the high and broken horizon. If we wish to see the

real Wales of poetry, song, and story, we must visit those regions which show up on the population map as being of little account to busy modern industries and the question of employment. These quiet places are, in fact the spots more visited by those who go to enjoy the beauties of Welsh scenery, or to recover their lost health in some site of mineral springs and the towering hills.

The mountains of Wales have played

a very important part in Welsh history. To the mountain fortresses of the west fled the Britons when wave after wave of invaders conquered the eastern plain lands. From them are descended the Welsh, who lived among their hills and crags apart from the English who for centuries did no more than penetrate the wide southern plain. But those same mountains which bred love of liberty and independence proved in the end the undoing of the Welsh, for they so barred off tribe from tribe and valley from valley, that strong united action against the invading forces of Edward I was impossible.

In spite of long-continued guerilla warfare, the English conquered Wales piecemeal and set their



Reece Winstone

LLANDAFF CATHEDRAL, NEAR CARDIFF

Framed by a ruined arch of the Bishop's palace which Owen Glendower burned in 1402 is Llandaff Cathedral whose long history dates from the earliest times of the Christian Church in Britain. The first bishop of Llandaff was St. Dubricius, whose successor (about the year 540) was St. Teilo. The tombs of both may be seen in the Cathedral which was rebuilt in 1120, later fell into ruin, and was not restored until 1836.

SCENES AT A NATIONAL EISTEDDFOD



The National Eisteddfod (pronounced i-seeth-vod) is the famous Welsh gathering, held each year alternately in North and South Wales. This picture shows the scene at Colwyn Bay Eisteddfod with Archdruid Wil Ifan (right) receiving the Horn of Plenty.



Clothing of supposed Druidical origin is worn by this bearer of the Horn of Plenty, and by the Gorsedd, or assembly, of Bards.



Photos Keystone

The highest honours competitors can win are the "Crown" and the "Chair". Here we see the winner of the "Crown" and (left) the trumpeter.

castles in strong places to control the ways

The Welsh spirit, however, still lives and so does the Welsh language, which is taught in Welsh schools, and spoken by many of the people of the Principality. All that is finest in Welsh poetry, music and song is heard at the National Eisteddfod, the greatest and most famous of Welsh festivals which is attended by people from all parts of the Principality and of the world.

Eisteddfodau are occasions when Welsh people from all walks of life meet to observe ancient ritual, to compete in verse and song, and to honour those of their nation who have made some outstanding contribution to science or the arts.

Amidst Welsh Mountains

The Welsh Highlands, like those of Scotland and the Lake District, have been formed by streams and prehistoric

glaciers carving out deep valleys in an ancient plateau, leaving other parts standing as mountains. The finest scenery perhaps is in Snowdonia, where Snowdon, the highest peak south of the Tweed, rears his head 3,560 feet above the sea. Eighty per cent of the slate quarried in Wales comes from this region, especially from the famous quarries of Bethesda, Llanberis and Blaenau Ffestiniog. The slate is exported in coasting craft from Bangor and Carnarvon.

The Welsh Valleys

The deep valley of the Upper Dee (the Vale of Bala) separates the Berwyn Mountains from the northern masses, giving a route from Chester and Wrexham by way of Llangollen and Lake Bala to Barmouth and other pleasant seaside resorts on Cardigan Bay.

The Vale of Powys (Upper Severn) affords a route for road and railway



T. J. Wal

IN ONE OF BRITAIN'S NATIONAL PARKS

This view was taken from Freshwater Bay, looking along the Welsh coast towards East Moot Cliff and it shows part of the area comprising about 225 miles which has been designated as the Pembrokeshire Coast National Park.

IN THE WELSH SLATE QUARRIES



Most things in North Wales seem to be made of slate even the gateposts and garden fences and it is claimed that the famous Penryhn quarry, part of which is seen here, is the largest of its kind in the world. The quarry has been worked for hundreds of years.



With the aid of a strong rope a rockman lowers himself to the working point where he will prise away at the loosened slate.



Photos Topical Press

Blaenau is another famous slate quarry where the quarrymen drill and cut slate a thousand feet below the ground surface.

from Shrewsbury through the very heart of Wales to Aberystwyth, and separates the Berwyn mass from Mynydd Bach and Clun Forest. In this valley are Newtown and Welshpool, both old centres of the Welsh woollen industry.

Ways into Wales

Another valley giving entrance to Wales from England is the Wye Valley from the Plain of Hereford, an ancient cathedral town in the midst of beautiful scenery.

These ways into Wales, by the river valleys, like those by the northern and southern coast plains, were commanded in mediæval times by strong castles, the ruins of which of many still remain. Some, like Conway Castle, are yet in a good state of preservation.

Wales supplies two great English cities with pure water that is conveyed many miles in iron pipes. Liverpool gets its water from Lake Vyrnwy; Birmingham from the lake-reservoirs of the Elan Valley.

Farming in Wales has neither the scope nor the possibilities offered in the genial counties that fall to the south of the Bristol Channel. For one thing, much of the agricultural area is on very high ground, and these breezy upland regions have only thin, poor pasture, some of it stone-strewn moorland. In many parts, however, one can find well-drained slopes where, despite heavy rainfall, the ground keeps moderately firm and so there is the ideal range for flocks of sheep. Not less than three millions of these animals are kept in Wales, and there is an outlet for wool in flannel mills at Welshpool and in a cloth-making industry along the Teifi Valley. The acreage under wheat has in recent years tended to increase, but the thickly-populated workaday south demands milk and dairy produce from the farmer rather than grain and cattle.

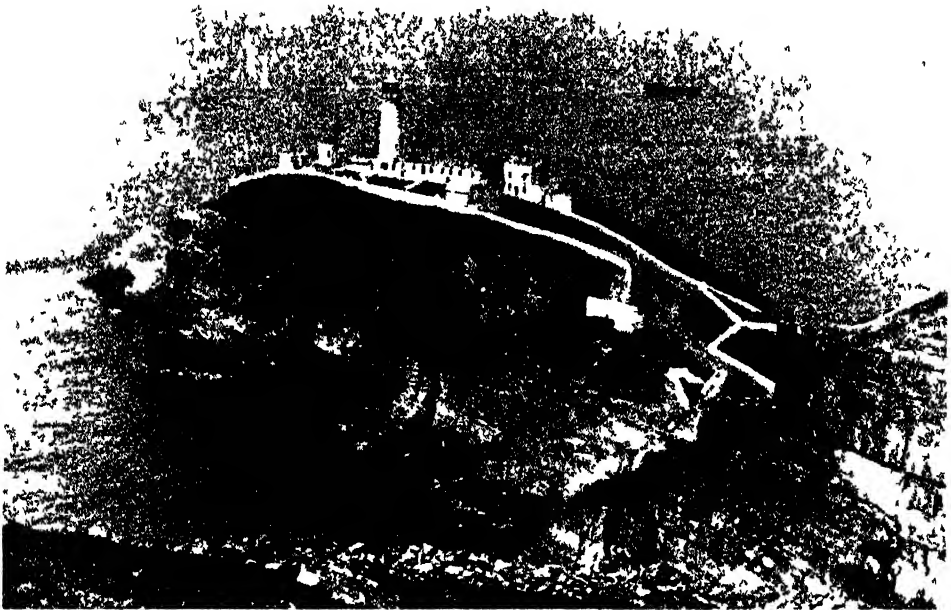
Rather less than a hundred years ago George Borrow, author of "The Bible

in Spain," "Lavengro" and works that have now become classics, made tours in our little sister country over a period of three or four years. He then wrote a famous book which he called "Wild Wales," and so slightly have many of the districts changed that you might take it to-day as a guide of your very own as you set forth to explore the more remote parts. The scenery appealed especially to Borrow, and he brings out its grandeur in his writings like noble pen pictures, telling of leafy glens, lovely waterfalls and gem-like lakes as well as of the mountains, gathering human interest from almost everyone he meets and even setting forth what they said to him.

If you decide to tour in this glorious land you will find history in the castles and stories fading away before history began in the cromlechs, Celtic crosses and ancient monoliths. Perhaps before long you will discover that Anglesey was the final stronghold of the Druids, priests of the Celts of centuries ago, who fought almost to the last man against the Roman invaders and with their backs to the Irish Sea.

South Stack Lighthouse

Anglesey is both an island and a Welsh county, and here originated that proud family the Tudors, from which came Elizabeth and other British sovereigns, five of them altogether, and just before the Stuart line. Amlwch, Moelfre and Rhosneigr are just a trio of the small resorts strung along the island coasts. Beaumaris is the county town, the old castle here having been erected by Edward I. in 1295. As for Telford's graceful suspension bridge, over 1,700 feet in length, it was built as long ago as 1826 to carry the famous Holyhead Road, a highway that runs for some of its length over ancient Watling Street. As a neighbour it has the tubular bridge set up by the railway engineer Stephenson, and this



A BEACON FOR THE IRISH SEA

Copyright

The lighthouse seen above is the well known South Stack which guides vessels to and from the busy ferry port of Holyhead the largest town in Anglesey. The lighthouse is built on an out-jutting hump of land on the rock-bound coast and is well known to all who travel by Dublin steamers.

came into being a quarter of a century afterwards.

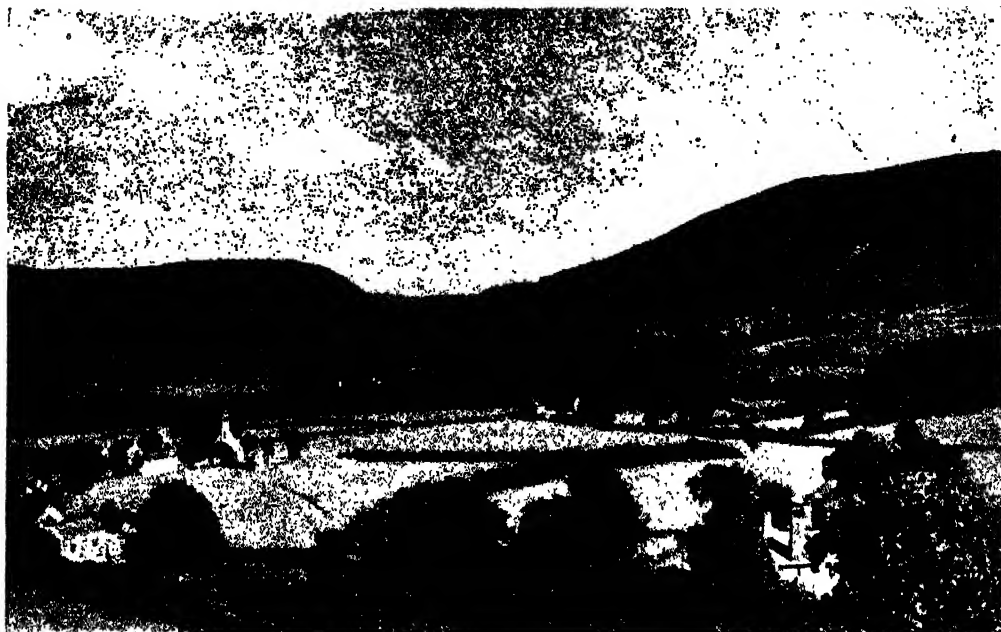
Holyhead is Anglesey's great port for steamer traffic to and from Dublin and it is the biggest town on the island. The flashing beacon guide to incoming and outward-bound vessels is the South Stack Lighthouse built on a humped tongue of land jutting out from the rock-bound coast. Mon was the old name of Anglesey, to be written in rather later times as Mona. The Isle of Man is also Mona, but Anglesey appears to be the first to claim the title.

That part of the Principality known as Snowdonia is perhaps the wildest of all the regions of real Wild Wales. We know that Snowdon rears its head to a height of 3,560 feet, but it is a mistake

to regard this noble mountain as having only one peak. The loftiest of them all is known as Y Wyddfa. Next there comes Carnedd Ugan, 3,476 feet, followed by Crib Goch, 3,023 feet, Lliwedd, 2,947 feet, and Aran, 2,451 feet. Of the neighbouring heights Carnedd Ilewelyn and Carnedd Dafydd both exceed 3,400 feet, and there are five others that overtop the 3,000 feet mark.

Just at the base of Snowdon we can find Llanberis, which is a placid but enjoyable township for those who wish to ascend the peaks. Many of the hardy ones do make the ascent in three or four hours on foot, marvelling at the scenery unfolded from every angle of the pathway. Others take the rack railway, which makes the climb in

THE VALLEYS OF WALES



A. F. Kersting.

In a valley between the grey-green Radnorshire hills lies the little village of Doldowlod. Here we are in the borderlands and are not far from Rhayader, on the Wye, whose name means "the Falls of the Wye" (Rhaiadr Gwy) although there are now no falls to be seen there.



British Railways.

Near Bettws-y-coed the Vale of Conway divides into three further valleys where wood and mountain combine in unforgettable beauty. These are the lovely Swallow falls near Bettws-y-coed, formed by the river Llugwy as it cascades over giant boulders on its headlong course to the sea.

THE COASTS OF WALES



British Council.

Here, we look down from Constitution Hill to the Three Bays and the town of Aberystwyth on the Cardigan coast. The National Library of Wales is at Aberystwyth, and so is the University College of Wales whose buildings can be seen (right) just beyond the pier.



J. Dixon-Scott.

Llandudno stands on the shores of a crescent-shaped bay whose tips are guarded by the headlands of the Great Orme and the Little Orme. In this view we are standing, beneath the shadow of the Great Orme, in the Happy Valley looking across the town towards the Little Orme.



THE HIGHEST PEAK SOUTH OF THE TWEED

Snowdon is the highest peak south of the Tweed and gives its name to the wonderful scenery of Snowdonia, of which I am sure the Welsh bards and poets never cease to sing. This view of the 3566 ft high mountain shows how it dominates the Welsh highlands.

about an hour. One can travel in the evening to enthuse over entrancing sunsets, or make the journey in the small hours and watch the sunrise, either experience being something never to be forgotten.

Capel Curig is yet another of Snowdonia's little gems, a centre for viewing lakes and rapid running streams or for climbing the lofty mountain summits. Only a few miles away is Bettws y Coed, a health resort sheltered by pine-clad hills. The name means simply a "sanctuary in the wood," and here we meet the rivers Llugwy and Conway with stepping stones across the former stream. It is upon the Llugwy, too, that we shall see the famous Swallow Falls. On the western side of the lovely Vale of Conway is the power station and aluminium works of Dolgarrog. To the east and parallel with the Vale of Conway is another beautiful valley, the

Vale of Clwyd, at whose sea end is Rhyl.

The Passes of Snowdonia are scarcely less interesting than the peaks. The Abeiglaslyn Pass, for instance, is a wooded ravine deeply set in walls of rock 700 feet in height and with a crystal stream running at the bottom. This is not far from Beddgelert, named after the grave of Gelert, Llewellyn's faithful hound. Then there is the Llanberis Pass winding among the slopes of Snowdon itself and the Nant Ffrancon Pass cut like a narrow ribbon among the towering hills.

Only Welsh Spoken

In this part of Carnarvonshire we are likely to meet mostly shepherds and such folk; and, just as Borrow did in his time, we shall find they have no English to offer, for the one tongue they know is their own native Welsh. When

SNOWDONIA'S WILD BEAUTY



Nearly 3,000 feet high, Cader Idris overlooks the Mawddach river in west Merionethshire. Cader means 'sit on a chair' and Idris is the name of a giant who—according to the old bardic writings—made the mountain his observatory.



Idris's observatory

In the distance loom the rolling mountains of Snowdonia. To the right are the crumbling towers of Harlech's famous castle, which overlooks the broad suns and foam-crested waves of Tremadoc Bay. This beautiful coastland is now preserved for the nation by the National Trust.

we get nearer the coast, however, we come upon large, spacious towns that gather holiday-makers from all parts and offer not only magnificent scenery but plenty of man-made amusement as well. Llandudno is such a place.

Here we find St. Tudno's Well, Happy Valley, and countless other interests and attractions, together with Great Orme's Head rising close on 700 feet, forming a headland some seven miles round. It was here, in this romantic setting and at a place called

Gogarth Abbey, that Lewis Carroll wrote "Alice in Wonderland." Colwyn Bay, Bangor, Penmaenmawr (the mountain rears its head 1,550 feet above the sea), Criccieth and Pwllheli are other resorts, the two last-named on Tremadoc Bay.

"White Coal"

North Wales is the scene of the new hydro-electric scheme of the British Electricity Authority—a scheme that is actually six schemes in one. Eighteen new hydro-electric stations are to be built to harness the waters of the Serw, the Conway, and those of the Snowdon area, as well as the water from the mountains round the Festiniog towns. The scheme also reaches southwards to the hills north of Dolgelly and to Mid Wales where the waters of Plynlimon will be used to provide "white coal," the electric power that is so vital to North Wales' growing industries.

An interesting point about these development schemes is that they are being carried out in such a way as to avoid disfigurement of the countryside. In fact, it is claimed that the scenic attractions of the area will, in many cases, be improved by the construction of the artificial lakes necessary for these new hydro-electric stations.



THE HIGHEST RAILWAY IN BRITAIN

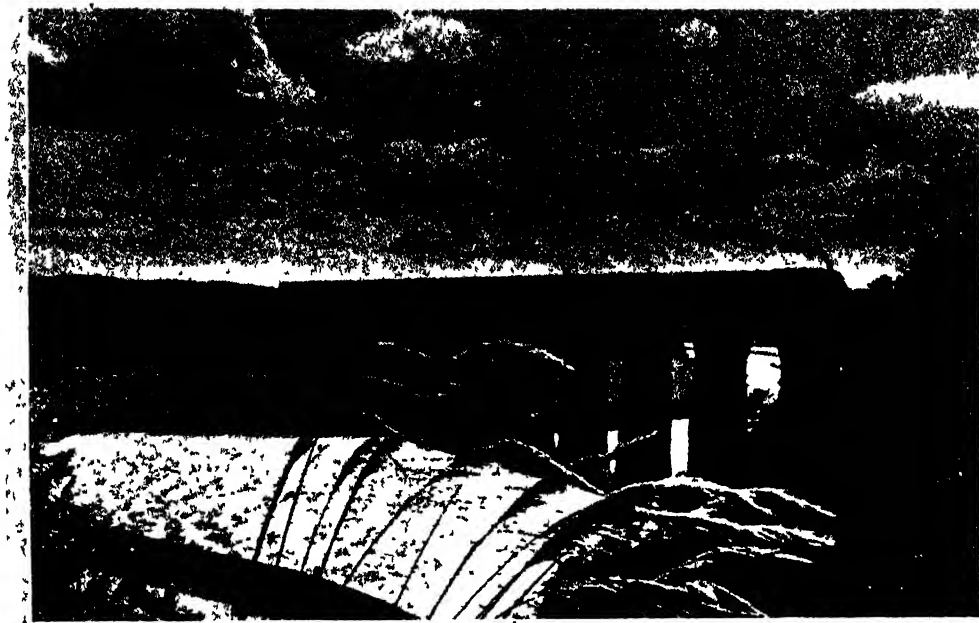
Reece Winstone

This title belongs to the single track railway which ascends Snowdon, the mountain which gives its name to the wildest of real Wild Wales. There are loop halts on the railway where right of way is given by a staff passed from driver to driver, and this is happening in this picture. The ratchet brakes between the lines automatically lock the train in the event of engine failure.

The Story of the World and its Peoples



A Tour of Caledonia's Mountains, Glens and Cities



Oscar Marcus

THE FLYING SCOT THUNDERS OVER ROYAL BORDER BRIDGE

This magnificent bridge spans the river Tweed about a quarter of a mile from the ancient Border town of Berwick upon-Tweed. Designed by Robert Stephenson and opened by Queen Victoria in 1850, the bridge has twenty-eight arches and is 120 feet high, and forms one of the chief gateways into Scotland.

THE LAND OF THE SCOTS

TWO great main natural ways lead from London and the English Midlands into Scotland, the East Coast route by way of Doncaster, York, Newcastle and Berwick-on-Tweed, and the West Coast route by way of the Plain of Lancashire, Shap Fell and Carlisle. Between these natural routes rise the long Pennines.

One railway (formerly the L.N.E.R.) follows the eastern route, which is by far the easier from the point of view of the railway engineer. The old L.M.S. line follows the western route by way of Crewe, Wigan, Preston, Lancaster and

Pennith. A second main line (also a former L.M.S. route) first reaches Leeds on the eastern side of the Pennines, and then cuts through the Aire Gap to Settle and the Shap, thus meeting more natural obstacles than either of the other two.

The border between England and Scotland is difficult country for roads and railways. The actual boundary runs from Solway Firth and along the crest line of the Cheviots to the Lower Tweed, which enters the North Sea near Berwick-on-Tweed. It is easy for roads and railways to avoid the

Cheviots by following the coast plains at their seaward ends; but beyond the Cheviots and the boundary lie the Southern Uplands of Scotland, which must be passed before travellers can reach the Scottish Midland Valley—the busiest and richest part of Scotland.

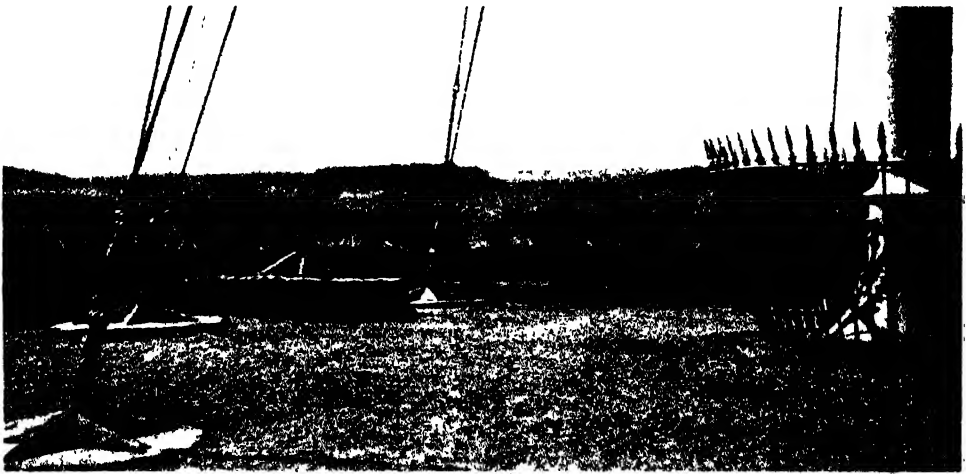
Border Forays

These Southern Uplands rise in places to over 2,000 feet, and the hills that go to form them are made of hard old rocks, some harsh and gritty, some slaty. Their slopes are covered chiefly with the short, crisp grass that sheep love; their valleys are floored with rich soil formed of rock-meal made by the grinding of the ancient glaciers over the rocks, or of fine silt washed down by the mountain streams. In some places among the hills there are wide areas of peatland, and bogs that will probably in time become peat beds.

The country on both sides of the border is thickly sown with ancient battlefields, and the approaches to it on both sides are marked by the ruins of many an old-time castle, tower and fortress. But even these could not

prevent the border forays frequent in the old days when raiding and fighting were common and profitable amusements for the sturdy warrior-lords of the borderlands—and by no means dishonourable occupations. Many an old ballad still lingers to tell the tale of border warfare and sing the praises of the proud chieftains and border earls to whom battle and pillage were the spice of life.

The Southern Uplands were once an old high plateau, which for ages has been cut up by many streams into deep valleys, leaving parts upstanding as the hills and mountains of to-day. The highest point is Mount Merrick (2,764 feet) in the west. But it is the valleys that are most important to the road-makers and railway-builders, for they provide the only easy ways across this difficult country, except for those along the coastal plains. Fortunately, the Southern Uplands lie so that a number of streams run south and a number run north. These roads and railways can use valleys up the southern slopes and then descend the northern slopes by the valleys



ON THE FIELD OF BANNOCKBURN

J. Dixon-Scott.

The battle of Bannockburn was fought near Stirling in 1314 and ended with the defeat of the English forces. Visitors to the battlefield can still see the Bore Stone, shown above, where Robert Bruce planted his standard. The story of the fight is told vividly in Sir Walter Scott's *Tales of a Grandfather*.

SCOTTISH LITERARY SHRINES



Th. L. M.

All lovers of the writings of Sir Walter Scott will recognise this fine mansion as Abbotsford, the home that he built himself beside the Tweed in a district rich in history and romance. The study at Abbotsford, with Scott's writing desk and armchair is almost exactly as the great novelist left it.



W. L. L.

On January 25th, 1759, Robert Burns was born at this homely cottage at Alloway which is much the same to day as it was in the times of Scotland's great National Poet. The counties of Ayrshire and Dumfriesshire are those most associated with Burns.

leading down to the Scottish Midland Valley.

Ways North From Carlisle

From Carlisle three main railways pass northwards : (1), by the "Waverley" route up Liddesdale down to the valley of the Tweed, up the Gala Valley and down to Waverley Station at Edinburgh ; (2), by the Caledonian route up the valley of the Annan and down the valley of the Clyde to Glasgow and Edinburgh ; (3), by the south-western route up the valley of the Nith and by a long journey over the plain of Ayrshire to Glasgow. The last two are the former L.M.S. routes ; the first (the old L.N.E.R.) is called the "Waverley" route because it passes through the historic district where Sir Walter Scott lived and wrote his novels.

As we cross the Southern Uplands in the train we notice that towns and

villages are few, and that, on the whole, there are not many people living in this part of Britain. Those who do make their homes there are chiefly farmers, who keep flocks of sheep on the grassy hillslopes, or grow grain, roots and vegetables in the rich soil of the valleys in which most of the farmsteads lie.

Wool from the sheep of the Southern Uplands goes to make the tweeds ("twills") manufactured at Hawick, Selkirk, Galashiels and Peebles.

Lead is mined in the Southern Uplands at the villages of Leadhills and Wanlockhead, a little to the west of the Caledonian route. They are said to be the highest villages in Scotland, and stand on open grassy moors amid the hills.

The Heart of Scotland

Eight-tenths of the people of Scotland live in the Midland Valley,



MELROSE ABBEY

J. A. Dixon Scott.

Melrose, on the banks of the Tweed, takes its name from the Celtic *maol ros*, meaning "bare moor." The famous Abbey shown here was founded in 1136, destroyed by Edward I. in 1322, rebuilt, and again destroyed by Protector Somerset in 1545. Beneath its high altar, the heart of that courageous King, Robert the Bruce, was buried, and the east window was immortalised by Sir Walter Scott in his *Lay of the Last Minstrel*.



BLACK-FACE SHEEP

British Council

With long curved horns, black faces, and shaggy fleeces, these sheep pose placidly for the cameraman. The great sheep farming area of Scotland is the southern uplands, and the black faced variety can live on the higher and more exposed pastures and form some sixty per cent. of the sheep of Scotland.

which has only one-tenth of Scotland's total area. For there is the most fertile land, and there also are the great Scottish coalfields which support many busy industries. The rest of Scotland is largely filled with mountains (except for the eastern coastal plain, whose old red sandstone floor has given rise to rich soil), and therefore cannot support a very large population.

How is it that Scotland's coal and most of her richest plough-land lie in the Midland Valley instead of being scattered in various places over the country?

Geological Accidents

It is due to what we may call a series of geological accidents which caused two great lines of faults or cracks in the earth-crust to develop—one along a line joining Stonehaven on

the east to the Firth of Clyde, and the other from St. Abb's Head on the east to a point south of Ayr on the west. Along both of these lines are multitudes of more or less parallel faults penetrating to great depths.

In past ages, and long before Britain was ready for the coming of the first men, the stretch of earth-crust between these two great lines of faulting sank, and in the rift valley thus created other rock material gathered, covering up the coal measures. When the moving glaciers of the Ice Age ground heavily over most parts of Scotland, planing off the upper rocks and among them most of the coal, the coal measures of the Midland Valley lay snug and untouched beneath their covering of younger rocks, to prove real hidden treasure for the enterprising people who, ages afterwards, were destined to dwell there.

We must not imagine the Midland Valley, however, as a more or less continuous "Black Country" with belching factory chimneys, grimy canals and a landscape everywhere blighted by monster heaps of waste from mines and blast furnaces and with every green thing seared by the hot breath of chemical works. There *are* spots like this, of course, for they are part of the price men must pay for the profits and advantages of mining and manufacture. But most of the Midland Valley is pleasant country with a quiet beauty all its own, and half an hour's ride by car or train from the biggest city will take you to spots as delightful as any lover of the real countryside could wish to see.

Beauty of the Lowlands

The Midland Valley is often called "The Lowlands," and that gives some

of us the impression that it is more or less flat. Nothing could be farther from the truth, as we can see if we look at a good map showing the height of the land.

Across the middle of the Midland Valley runs a line of volcanic hills, with here and there wide, deep breaks, through which the rivers have cut their way. The Sidlaws overlook the long Firth of Tay, along whose northern shores, sheltered by the Sidlaws from cold north winds, stretches the fertile Carse of Gowrie, famous for its grain and its fruits.

To the south-west of the Sidlaws rise the crests of the Ochils, and between the two the lordly Tay has made its way, giving a gap through which approach to the Highlands is easy. In that gap sits the fair city of Perth, near which is Scone, the ancient coronation-place of the Kings of Scotland.



Reece Wynstone

STIRLING'S CASTLE ROCK IS RICH IN HISTORY

Commanding the main route between the Highlands and the Lowlands Stirling Castle figured prominently in the wars between Scots and English. It was captured by the English, recaptured by William Wallace, and besieged by Edward I. Kings of Scotland were born in the castle palace, but Stirling Castle ceased to be a royal residence when James VI of Scotland went south to rule both Scotland and England from London.



GLASGOW UNIVERSITY

The Larchmont

While St. Andrews is the oldest University in Scotland, both Edinburgh and Glasgow have great universities. The buildings of the University of Glasgow, seen in this picture, date from 1868 and were designed by Sir Gilbert Scott. They stand on Calmorehill which is part of the 85-acre Kelvingrove Park bought by the Corporation of Glasgow in 1852.

Look south-west again from the tops of the Ochils, and you see another hill-mass—the Campsie Fells, with the winding Forth making its way between the Ochils and the distant hills. In that wide and fertile gap is *Stirling*, with its grand old castle high-perched on an isolated rock which was once the lava-plug that sealed the throat of a prehistoric volcano, after its last dying eruption. Stirling is another important gateway to the Highlands; and many a stern fight contested the passage of its famous bridge over the Forth, whose multitudinous windings are known as “the Links of Forth.”

From Earl's Seat

Now climb to Earl's Seat on the top of the Campsie Fells, and look south to where the great city of *Glasgow*, with its busy shipyards, factories and engineering works—the home of more than a million people—stands on its wide valley at the head of the estuary of the Clyde. Far away to the south-west across the Clyde estuary rise the outlines of another hill-mass; and

westward is lovely Loch Lomond and its majestic encircling peaks, of which Ben Lomond is perhaps the best known. Glasgow and its neighbours, Greenock and Dumbarton (another shipbuilding town with an ancient castle perched upon just such a rock as that upon which Stirling Castle is built), are also well-known gateways by which approach to the Highlands is fairly easy.

North of this central line of hills is the broad and fertile Plain of Strathmore—the “great valley”—between the Highland edge to the north and the volcanic hills to the south. On the southern side of these hills there is not so much plain land, for the ground rises more or less gradually to the Southern Uplands—the Border Lands of the old ballads famous in Scottish song and story. *Edinburgh*, the capital of Scotland, with the port of Leith, is on the coastal plain of the Forth. The Pentlands, the Moorfoot Hills, and the Lammer Moors rise in a semicircle to the south, broken here and there by gaps used by the roads and the rail-

ways. All are within easy reach of the capital.

The British Athens

Edinburgh grew up on and around its famous Castle Rock, which is yet another old volcanic stump. The way from the Castle at its summit down the long slope to the old royal palace of Holyrood at its foot is known as the "Royal Mile," for many a royal personage passed along it in the days of Scotland's glory as an independent kingdom. There are other noble hills, too, within the precincts of the city. So splendid is Edinburgh that it is known all over the world as the "British Athens." You must go far indeed before you find a nobler thoroughfare than Princes Street, or a finer view than you can get from the Castle Rock. Leith nowadays is virtually part of Edinburgh; busy

streets connect the two, making them one continuous city. The fine docks at Leith and Granton are the sea gates of Scotland's capital, and give harbour and wharfage accommodation to vessels from all the leading sea-trading countries of the world. Through these ports and others on the deep long inlet of the Firth of Forth come much of the foodstuffs and the raw materials to feed the workers and the mills and factories of the Scottish Midland Valley.

Glasgow and the Clyde

On the western side of the Midland Valley is another deep estuary—that of the Clyde, which is even more important as a sea gate, because it faces the Atlantic and the New World, from which Britain gets vast amounts of foodstuffs of all kinds, as well as raw materials for her manufactures.

Not far west of Edinburgh is the

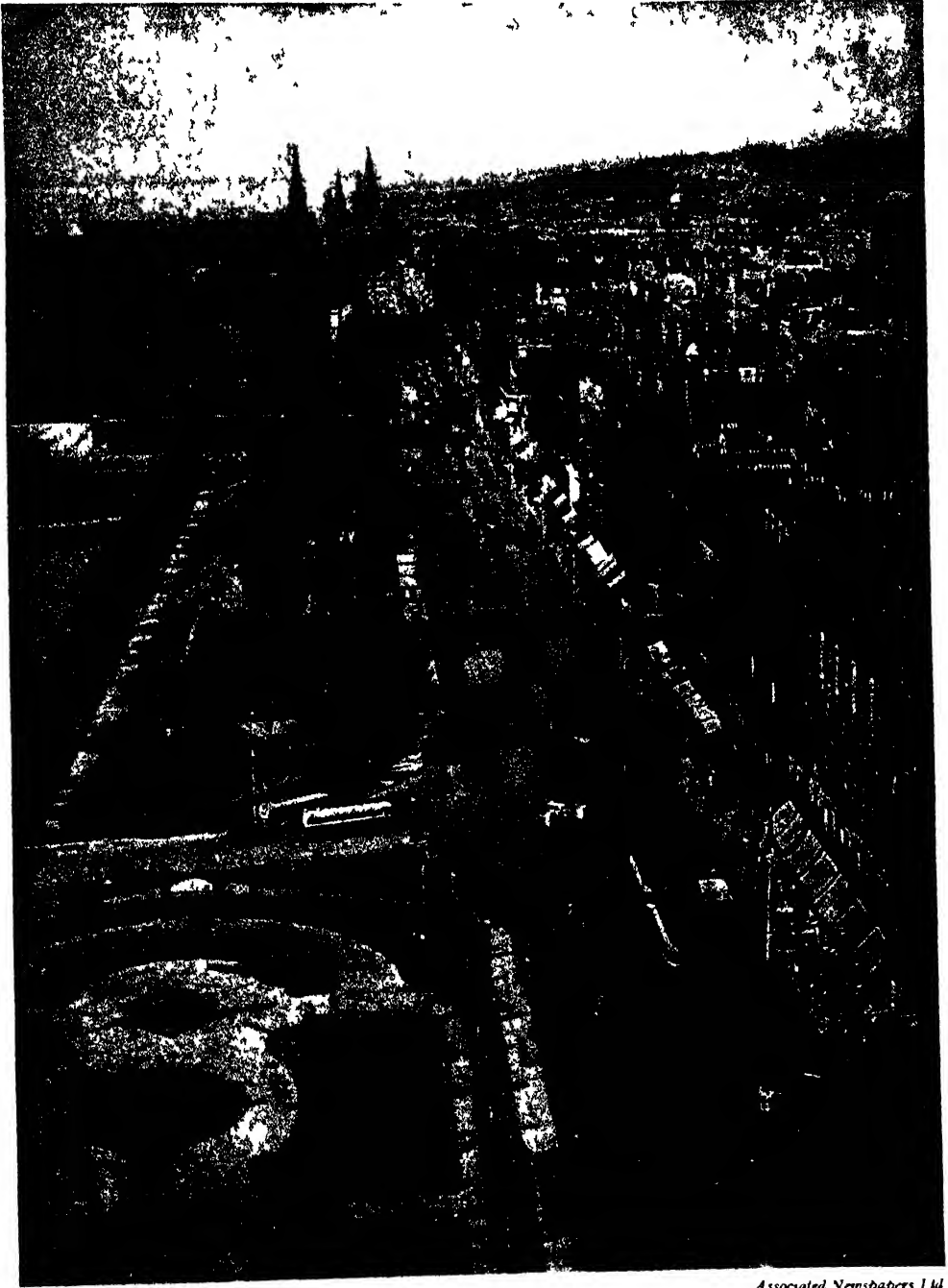


HOLYROOD PALACE, EDINBURGH

J. Dixon-Scott.

The way from Edinburgh Castle, perched on top of the famous Castle Rock, to the old Royal Palace of Holyrood at its foot is known as the "Royal Mile." Many a regal personage passed along it in the days of Scotland's glory as an independent kingdom. Holyrood has been used by our Sovereigns since George IV on their visits to the Scottish Capital.

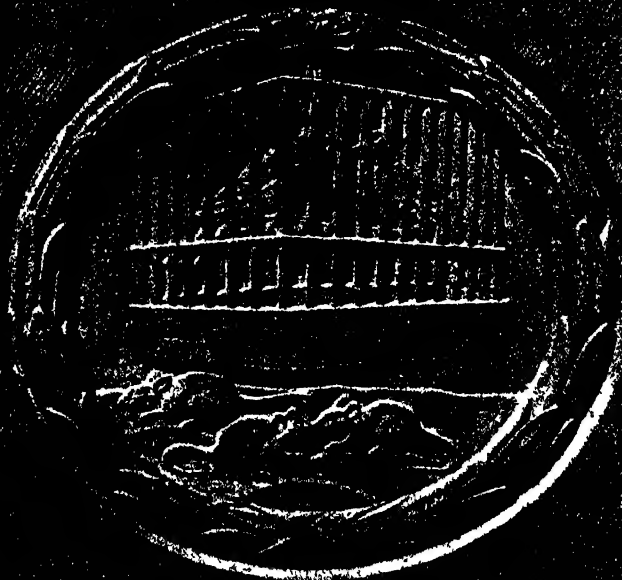
"THE ATHENS OF THE NORTH"



Associated Newspapers Ltd

Edinburgh has such beauty and grandeur that the city is known as 'the Athens of the North'. This picture shows Princes Street, the most famous thoroughfare and the pride of Scotland's capital. This, 'the finest street in Europe,' is many a visitor's introduction to Edinburgh, for at its east end is the Waverley Station and at its west end the Caledonian. Fashionable shops and pleasant gardens border the street which has as its foremost monument that raised in memory of Sir Walter Scott.

OUR SOLDIERS' HUMBLE ALLIES



THE SCOTTISH WAR MEMORIAL
AT EDINBURGH

F. C. Inglis

In the First Great War deep tunnelling under the ground for the laying of mines and other military operations necessitated the use of canaries and white mice, mainly to test the purity of the air. These humble creatures are not forgotten in the Scottish War Memorial at Edinburgh.

FOR SCOTLAND'S FALLEN



1 C 6 1

In Edinburgh Castle, as befits the Capital, is the Scottish National War Memorial erected to the memory of Scots men and women who lost their lives in the conflict of 1914-18. Above is a picture of the Shrine with seven stained glass windows and a Casket containing the names of the Fallen. In the Hall of Honour all the Scottish Regiments are mentioned.

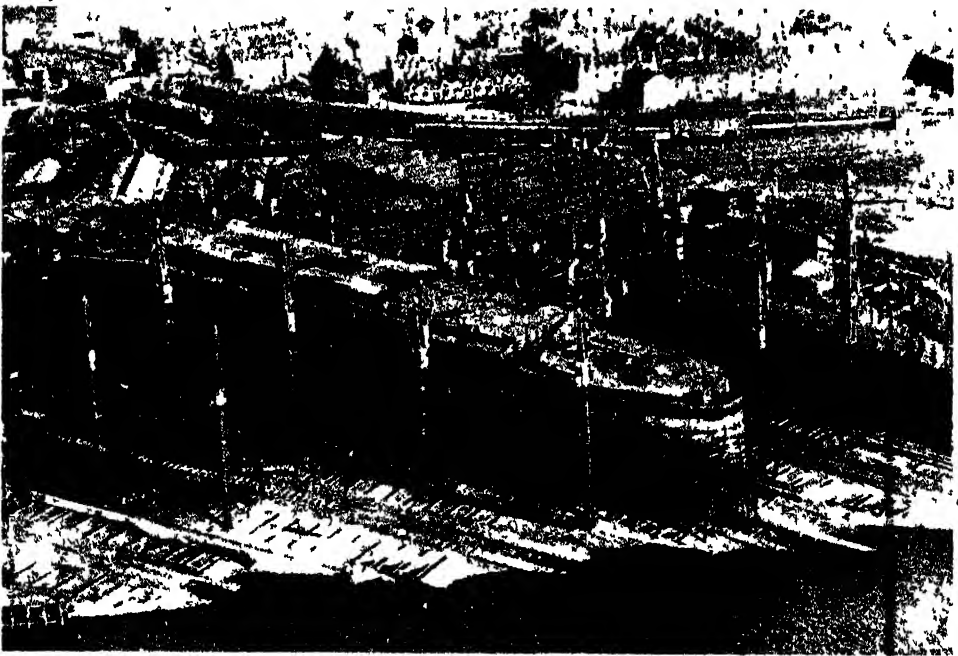
famous Forth Bridge, which carries the eastern route expresses over the estuary on their way to the north.

The Clyde estuary from Glasgow to Greenock is lined with large ship-building yards and engineering works. The estuary is carefully buoyed, so that large vessels can reach the docks; for, like Liverpool, Glasgow is the headquarters of famous steamship lines and vessels from all parts of the world unload and load cargoes there. Like other large ports in Britain, Glasgow has a wide variety of industries, many based on raw materials from the Americas, for trade with which this port is exceptionally well placed. This fine city is very largely the growth of the past century, although it has always been an important centre at the meeting-place of several routes. It was trade with the Americas which caused a sudden and great increase in its popu-

lation; for when the Glasgow people realised its possibilities, they enlisted the services of the most prominent engineers of the day and deepened the Clyde to admit large ships. There are still living people whose grandfathers waded across the Clyde, where now some of the biggest vessels can lie in safety.

West of Glasgow and not many miles from its boundaries are Renfrew and Paisley, in which cotton manufacture is the leading business. Like the textile industry of South Lancashire and the West Riding of Yorkshire, those in this neighbourhood are of many kinds, utilising different raw materials. Where one textile industry is firmly established, others are likely to follow it.

Thirty miles south-west of Glasgow and about four miles from Ayr is Prestwick, one of the most important airfields in the British Isles, the starting-



BUILDING A LINER ON THE C. YDP

Copyright

This photograph gives you a splendid idea of what a modern shipbuilding yard is like. The picture was taken from the air and shows a 40,000-ton ocean liner nearing that stage in her construction when she can be launched into her proper element. Starting with the keel-plate, the monster ship is built girder by girder and plate by plate with the aid of giant cranes

*Photochrom*

WHERE A QUEEN WAITED VAINLY FOR HER KING TO RETURN FROM THE BATTLEFIELD

The ruin walls of Linlithgow Palace, about 17 miles from Edinburgh, are charged with tragedy. Here that unhappy person, Mary Queen of Scots, was born—and here Queen Margaret waited vainly for James IV to return from the battlefield of Flodden. Linlithgow, the palace of Scottish sovereigns, was mercilessly sacked by English troops in 1745.

point for trans-Atlantic services to Gandar, Newfoundland, and Montreal, with air links with London, the Continent, the Baltic capitals and Iceland.

Scotland's Busy Heart

The Midland Valley has three great coalfields: (1) the Lanark coalfield, chiefly in the valley of the Clyde, with Glasgow as its outlet, but with other outlets on the Firth of Forth, for it extends really to Clackmannan on the other side of the river; (2) the Ayr coalfield, with the coal shipping ports of Troon and Ardrossan on the west coast; and (3) the coalfields of the Firth of Forth—the Fife coalfield in the north, and the Lothian coalfield on the south of the estuary, beneath which they are doubtless connected.

The Lanark field is by far the largest

and the most important. Its coal gave rise to the iron and steel industries, the engineering works, and other great businesses which grew amazingly when imported iron and raw materials from the Americas were brought in large quantities to supplement the local supplies. Many large towns have grown up on this coalfield—Lanark, Coatbridge, Airdrie, Motherwell and Falkirk, for example, to say nothing of Glasgow, the second largest town in the Homeland. At Falkirk and Grangemouth, aluminium plants set up there during the war are being expanded. But it is probable that new Scottish industry will be sited where it can draw coal from such areas as Ayrshire, Fife, Stirling and Midlothian, for the supplies of the Lanark field are growing less.

The Ayr coalfield supports the

smelters of Irvine and the manufacturers of Kilmarnock in and around which town industrial activity has grown considerably during recent years. The Fife coalfield, with its coal port of Methil, supports the linen mills of Dunfermline and the linoleum and oilcloth industries of Kirkcaldy, as well as the linen, marmalade and jam business of Dundee and neighbouring towns. The Lothian coalfield is convenient for ships using the ports of Leith and Granton, and for the city of Edinburgh's big paper, printing and biscuit industries.

The Forth and Clyde Canal provides a narrow waterway between the two great estuaries but a proposal for deepening and widening it to form a ship canal from the North Sea to the Atlantic has been abandoned.

Famous Scottish Universities

Edinburgh and Glasgow have great universities. The ancient town of St.

Andrews on the coast of Fife has a famous university, too, and picturesque ruins of its former greatness on a rocky platform almost entirely sea-girt on which the old city grew up as a stronghold.

Farmers of the Lowlands

The main routes to the north from Edinburgh and the Forth Bridge cut across Fifeshire, one crossing the Tay by the Tay Bridge, also a triumph of British engineering, and going *via* Dundee and Montrose to Aberdeen, the "Granite City," the home of another famous Scottish university and of Scotland's leading fishing and fish-exporting business. Dundee, like Dunfermline, is a centre of the linen industry, whose mills are fed with flax from the Baltic ports. Raw jute comes here, too, to be made into sacks and bags, and Dundee is famous for its jams and marmalade. The other route

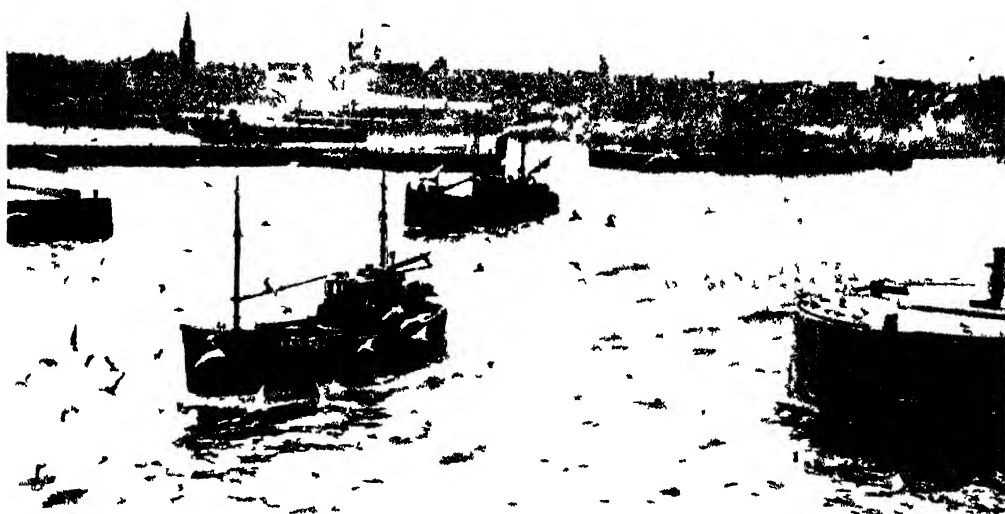


Scottish Aviation.

PRESTWICK, A TRANS-ATLANTIC AIRPORT

Despite the aircraft of Trans-Canada Air Lines, this picture was not taken in Canada but in Scotland, at Prestwick, one of the most important airfields in the British Isles. Trans-Atlantic services to Gandar, Newfoundland, and to Montreal begin from Prestwick which also has air links with London, Europe, and Iceland.

FISHING AND FORESTRY



The Loch

Inverness, the important herring fishing port of north east Scotland, is a gathering place for hundreds of fishing craft from all parts during the season. In this picture the craft putting out to sea for Inverness and Lowestoft registration marks respectively.



Wm. S. Thomson

A poet once wrote of Glen Nevis as a 'long, wild, waste glen' and at times it does seem a sombre place. Here we are looking across the Glen towards the ben hill known as Sgurr a Mhaim. The slopes are thickly planted under the reforestation schemes of the Forestry Commission.

crosses the Tay at Perth, the lowest bridge-point on the river, and the centre of important dyeworks.

Many people of the Midland Valley get their living by farming. In the wetter west root-crops are more frequent than grain; the best grain country is in the drier and sunnier east.

Cattle are more numerous than sheep on the western pastures, but sheep are more numerous than cattle on the eastern pastures, which have less rain than those of the west.

Farming in this part of Scotland is very thorough, and the fertile soil is made by diligent and careful attention to yield richer crops than most other parts of the British Isles.

The Scottish Highlands

The most beautiful part of Scotland lies north of the Midland Valley in the Scottish Highlands, which fill the greater part of the country north of a line drawn from the Firth of

Clyde to Stonehaven on the east coast.

When you enter the Highlands at Dunkeld or at Callander you feel that you are entering a new country, so different is it from the great valley you have just left. From Dunkeld (on the Highland Railway from Perth) you can follow the route through the famous Pass of Killiecrankie up Glen Garry past Dalnaspidal, the highest railway station in the British Isles, and over the Drumochter Pass (1,484 feet)—(the highest railway summit) to the valley of the Spey of Kingussie, and on *via* Aviemore to Culloden Moor and Inverness.

All the time you have travelled through magnificent highland scenery unrivalled anywhere else in the Homeland.

The Beautiful Trossachs

From Callander, on the railway from Stirling, a visit can be paid to the Trossachs and lovely Loch Katrine, which Sir Walter Scott describes in "The Lady of the Lake." King James V. has climbed to a high viewpoint:—

"Where, gleaming with the setting sun,

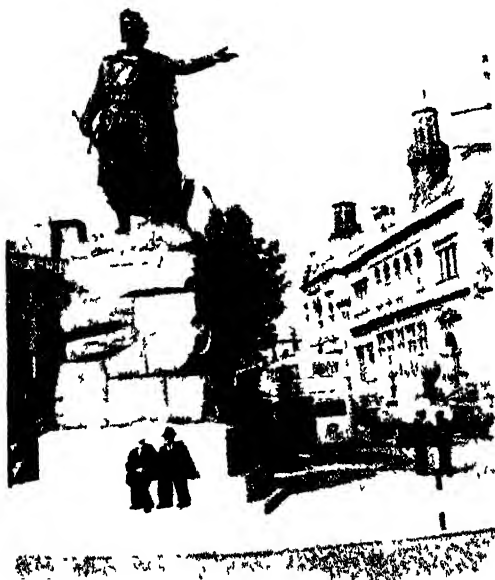
One burnished sheet of living gold,
Loch Katrine lay beneath him rolled

In her all length far winding lay,
With promontory, creek, and bay,
And islands that, empurpled bright,
Floated amid the livelier light;
And mountains, that like giants stand,

To sentinel enchanted land.
High on the south, huge Ben Venue
Down on the lake in masses threw
Crag, knolls, and mounds, confusedly hurled

The fragments of an earlier world;
A wildering forest feathered o'er
His ruined sides and summit hoar,
While on the north, through middle air,

Ben An heaved high his forehead bare."



A SCOTTISH HERO

Fox Photos

Sir William Wallace, one of the great fighters for Scottish independence, is commemorated in Aberdeen by this statue made of bronze which stands in Union Terrace Gardens

GRANITE FROM ABERDEEN



Aberdeen is known as The Granite City because its granite industry is one of the most important in the world. The pictures on this page are of the Rubislaw quarry and we see (above) a seven ton block of granite after cutting.

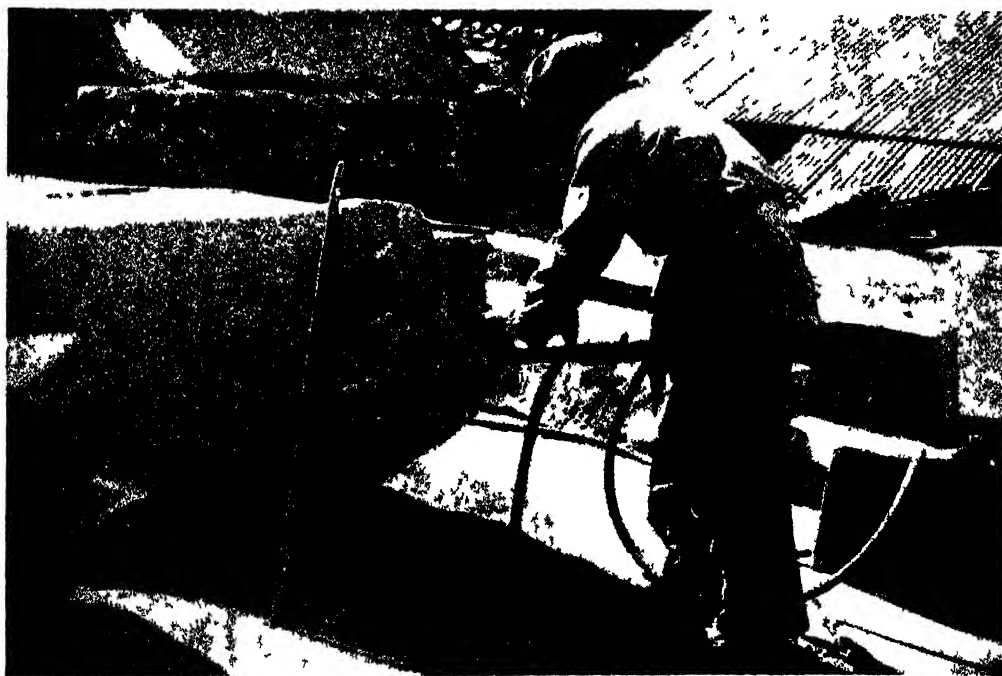


Photo by D. M. Teed Smith

How was that block cut? Holes were drilled in the manner shown in this picture. After drilling, a long crowbar was inserted in one of the holes. A little pressure applied to the crowbar by one man was sufficient to split the granite.

A GEM OF THE HIGHLANDS



Will F. Taylor

The wild beauty of the Highlands is vividly illustrated by this picture of Glencoe, near Loch Leven in Argyllshire. This spot is notorious in history for the massacre of the Macdonalds in 1692, following upon an insurrection of supporters of the Jacobite cause.



Photochrom.

This great cairn commemorates the Battle of Culloden (1746). At this spot, not far from Inverness, the Jacobite rising of 1745 was finally shattered. The troops of "Butcher" Cumberland triumphed and Bonnie Prince Charlie became a hunted fugitive.

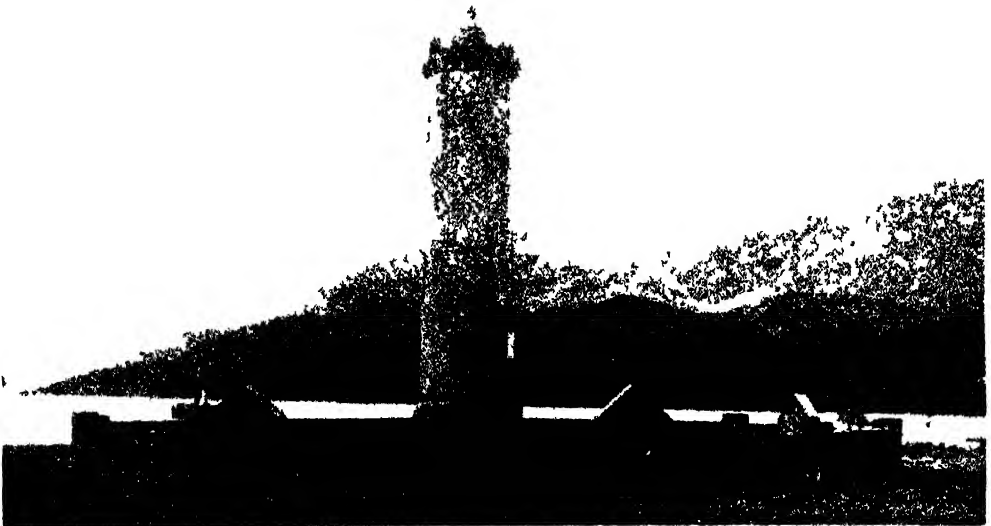
WHERE THE CLANSMEN GATHERED



Binnvie Bridge crosses the River Lochy in the neighbourhood of Fort William. In the distance framed by the archway, is the huge bulk of Ben Nevis.



Fort William is a famous holiday resort, one of the chief attractions being that King of Mountains, Ben Nevis. Here we see General Wolfe's bridge over the Spean.



Loch Shiel is encircled by mountains and typical wild Scottish scenery. Here Prince Charlie called his followers together and unfurled his banner in 1745. This lonely but impressive monument marks the historic spot where the gallant claimant to the throne began his romantic and ill-fated venture.

From Loch Katrine the tourist can go by motor coach to the shores of island-studded Loch Lomond, the largest lake in Scotland, where a lake steamer will take him southwards past lofty Ben Lomond to Balloch at the end of the lake, within a short train journey of Glasgow.

"Caledonia, Stern and Wild"

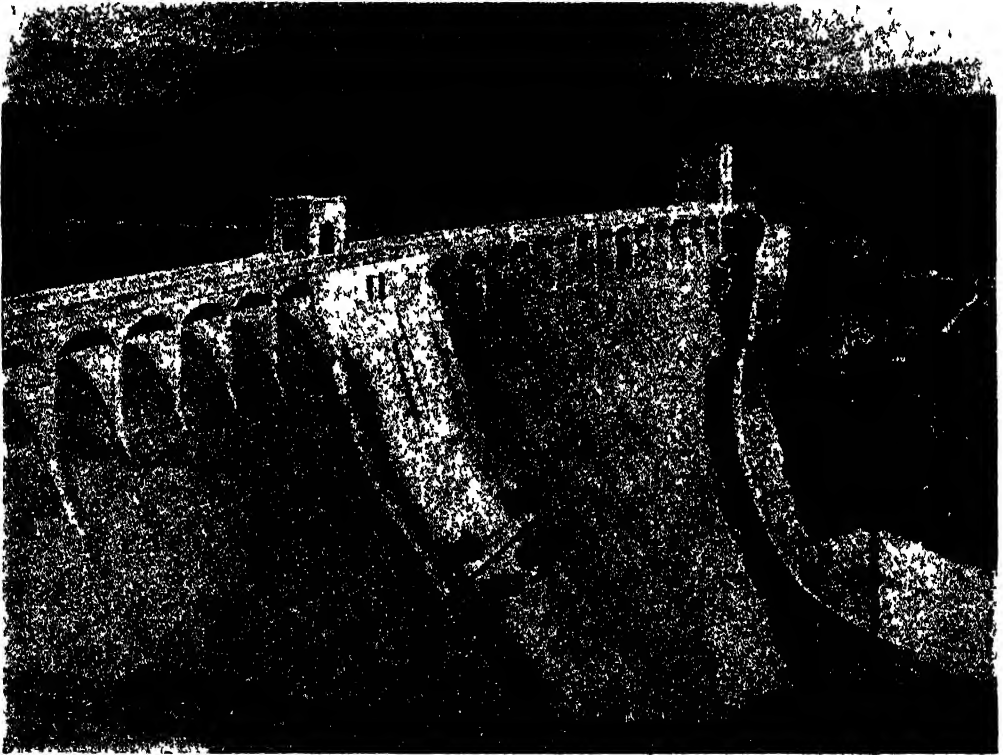
Bolder scenery is to be found in the Grampians, where Ben Macdhui and at least three other peaks rise above 4,000 feet, and where splendid pine forests are to be seen in the valley of the Spey. These are in the Central Highlands. The Northern Highlands, lonely and desolate, with wilder and sterner scenery than anywhere south, lie to the north of Glen More, a

deep trench created by faulting in the rocks.

In the bottom of Glen More lie Loch Lochy and Loch Ness with their rivers; and sea, lakes and rivers have been joined by the cutting of the Caledonian Canal from Inverness to Fort William beneath the great hump of Ben Nevis, the highest peak in the United Kingdom. The Canal is used chiefly in summer for tourist traffic. At the Falls of Foyers on the southern side of Loch Ness, and farther to the southwest at Kinlochleven, water-power has been utilised for large aluminium works.

The Scottish Crofters

Not many people live in the Highlands, especially in the lonely west and



Reece Winstone.

HYDRO-ELECTRIC POWER FOR AN ALUMINIUM WORKS

This is the Iaggan Dam, a part of the Lochaber water power scheme. Its power house near Fort William supplies the nearby North British Aluminium Co. factory. The Glen Affric scheme is one of the most recent hydro-electric developments in Scotland.

CLIMBERS OF THE COBBLER



Fox Photos

The majestic peaks of the Scottish Highlands provide both beauty for the eye and a challenge to such climbers as those seen in this picture looking down upon Loch Long from the craggy height known as the Cobbler. Loch Long opens out into the Clyde Estuary and attracts artists from all parts of the world. The Cobbler, with the peaks of Binn Ime, Ben Vane, and Ben Vorlich, forms the mountain rampart of the Loch which, from Arrioch to its mouth, is nearly twenty miles long.

A HIGHLAND GATHERING—



Aboyne and Braemar are among the places in Scotland famous as the scenes of Highland Gatherings. Ancient in origin, these gatherings draw clansmen and their womenfolk and visitors from all parts of the world. The picture shows a Highland Gathering at Braemar.



Photos: Topical Press.

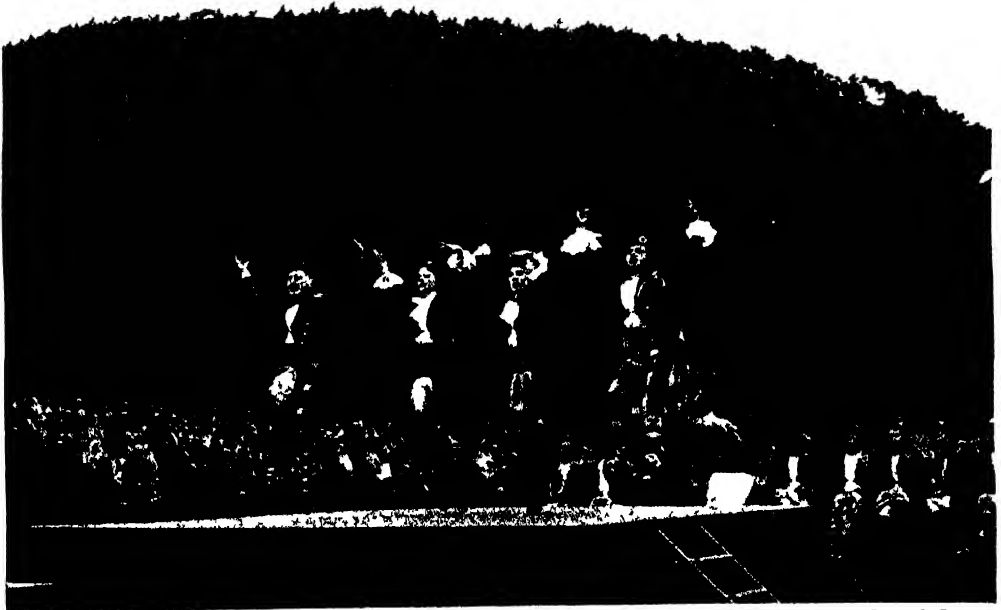
A feature of Highland Gatherings is the music of the pipe bands. This picture shows the massed March Past, in which six pipe bands took part, which opened a gathering at Braemar attended by a Royal party from Balmoral.

PIPING AND DANCING



Central Fr

Highland dancing is an art that has to be learned at an early age. This little four year old girl on the left is dancing the Highland Fling with her twelve year-old sister in the Highland Games at Kilgraston, Bridge of Farn, Perthshire.



Sport & General

These dancers are competing in the Ballater Highland Games held in the beautiful setting of Monaltine Park, Ballater, Aberdeenshire. The dance they are performing is the Highland Fling perhaps the best-known of Scottish dances and certainly one of the most lively to watch.

THROWING THE HAMMER—



To the music of Scotland's national instrument, the bagpipes, Highland dancers compete at the Braemar Gathering. Notice the different tartans worn by the dancers which show the clans to which they belong.



Photos: Central Press.

Throwing the Hammer is always one of the events of Highland Games. This picture, taken at a Braemar Highland Gathering, shows a competitor about to throw in the 22 lb.-hammer class. He won the event with a throw of 94 feet.

—AND OTHER FEATS OF STRENGTH



Central Press

This competitor threw the 28 lb stone over 29 feet at a Braemar Gathering winning the event by this throw



Sport General

This picture was taken at Aboyne, scarcely less famous than Braemar as the scene of Highland Gatherings.



Central Press

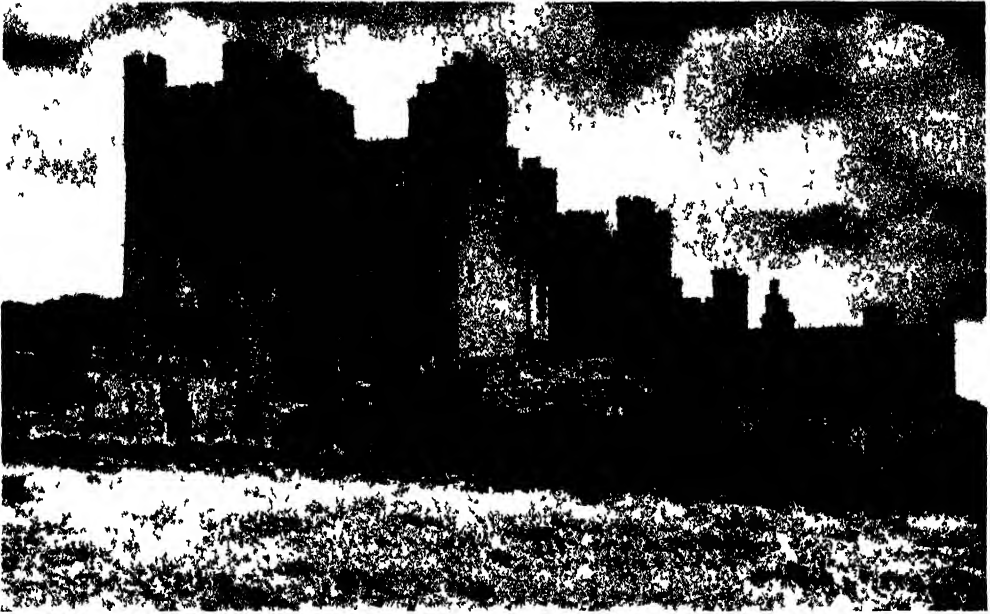
This is another event that you will see at a Highland Games gathering. One man will toss the caber, but two men bring it back for the next competitor



Sport & General

Young enthusiasts watch admiringly a competitor in the piping competitions at a Braemar Gathering. Music, dancing and sports are all part of a Gathering

IN THE SCOTTISH HIGHLANDS



London

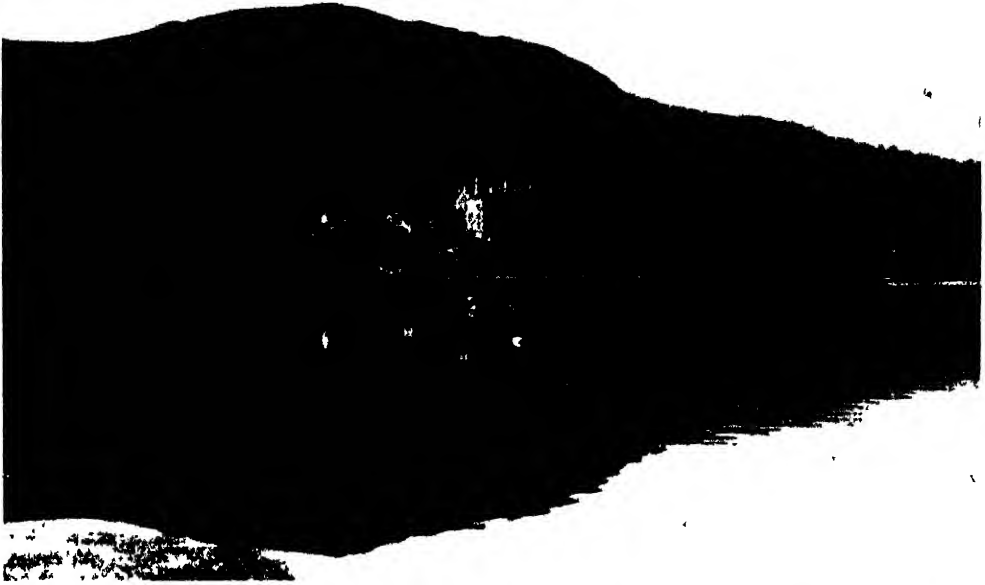
Built probably between the years 1566 and 1572 Parrigill Castle in Cuthness is one of Scotland's oldest inhabited houses. On a clear day Scapa Flow and all the southern part of the Orkney can be seen with the ships of all nations passing through the Pentland Firth. The Castle is now the Scottish home of the Queen Mother.



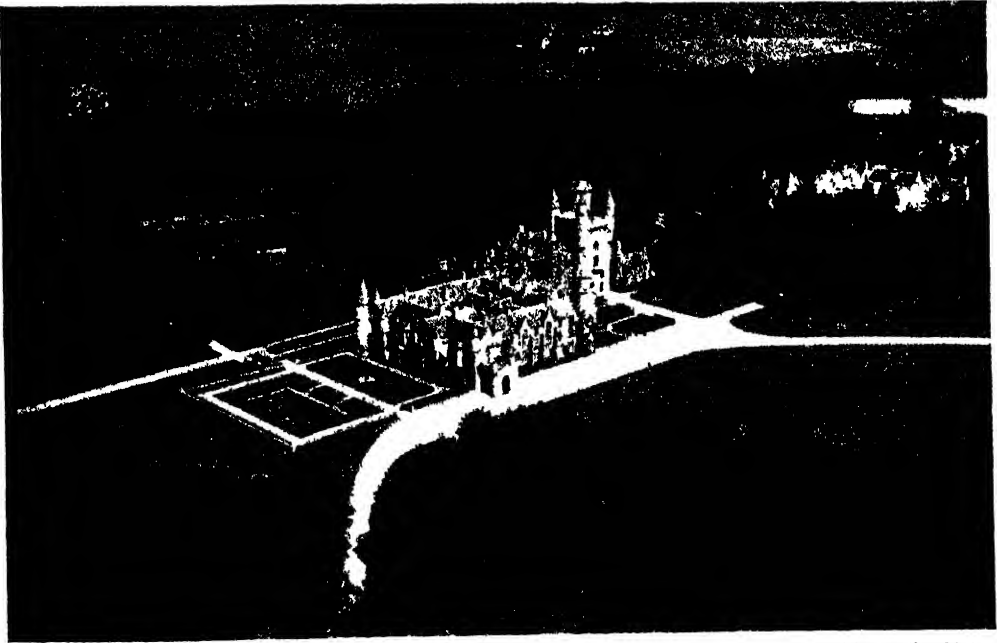
British Council

The turbulent flood waters of the Conon rush headlong in their swift journey through the Highland valley to Cromarty Firth and the sea. Many a Highland stream and river will be as boisterous as this when spring comes and on the mountain peaks the snow melts.

THE TROSSACHS AND BALMORAL



Every seeker of fine scenery and every fisherman in Scotland know the beauties of the Trossachs, the famous region of lake and mountain around Lochs Lomond and Katrine where wooded slopes hem in the placid waters and where tower such majestic peaks as Ben Lomond.



Photos Fox Photos

Standing on the banks of the Dee in about 20,000 acres of deer forest, Balmoral Castle is the Highland home of our Royal Family. The castle was enlarged and almost entirely rebuilt by Queen Victoria. The name comes from the Gaelic and means 'majestic dwelling'.

SCOTLAND'S RUGGED COASTS



Wm. S. Thomson.

Scotland has many pleasant holiday resorts, both inland and coastal: and one of the most popular is Oban, in Argyllshire. Nestling between the waters of the Firth of Lorne and a range of hills, Oban is a holiday centre and a port. This view of the town was taken from Pulpit Hill.



"The Scotsman."

Here we are standing on a clifftop on the Aberdeenshire coast looking down on Cove, whose tiny harbour lies a few miles south of Aberdeen. The harbour is hemmed in by craggy cliffs from which thin, jagged fingers of rock protrude into the sea almost barring the very entrance.

OVER THE SEA TO SKYE



South Uist in the Outer Hebrides is an island that is fair enough in summer but in winter it is open to the Atlantic bleak, windswept, cold. Its people run a hard living from sea and soil in this picture tinkers are crossing the ford between South Uist and neighbouring Benbecula



Central Pres

The loch the croft buren moorland and the majestic highlands of the Cuillins whose summits are well nigh hidden in the clouds contribute to this typical scene on Skye. The Cuillin Hills are not high but they appear so because they rise sharply from sea level moorland or from deep glens.

north where plough-land is scarce, and mountain and heathery moors are everywhere. Time was when the few crofters or farmers lived in their small "croft" in sheltered glens, more or less cut off from the rest of all the world, growing oats and potatoes, rearing a few cows for milk, butter and cheese, and poultry for eggs, and perhaps sheep on the hillside to provide the wool which was spun, woven and dyed for cloth by their wives and daughters. Such humble folk can still be seen in the west and by the sea, and on the lonely isles of the Inner and Outer Hebrides, where crofters are fishermen and farmers too, living on the joint harvests of the sea and the land. They depend upon the small steamers that call periodically for their flour and groceries, and their

newspapers and the mails. Their small homes are built of stone from the hills, thatched with heather, or with straw from their small crofts, and timbered perhaps with driftwood picked up on the beaches.

In the north are wide, open heathery moorlands, which are let out to wealthy folk as deer forests or grouse moors, to be visited for deer-stalking and grouse-shooting by gay parties at certain seasons of the year.

But to-day the Highlands have many large sheep farms, large areas covered by the reafforestation schemes of the Forestry Commission, and such industries as the aluminium works at Kinlochleven and the famous herring fisheries of Lochfyne. The thatched crofter's cottages are disappearing from



(opposite)

THE CAVE OF A WARRIOR HERO

Staffa, one of the smaller islands of the Inner Hebrides, has on its shores this majestic cave whose stony columns rear upwards like the pipes of a cathedral organ. Famous as Fingal's Cave, it is named after Finn MacCool, hero of the Gaels of the second and third centuries A.D. Because of the sound made at times by the wind its Gaelic name is the cave of music.

*Photochrom*

THE HOLY ISLAND OF IONA

Iona, an island of the Inner Hebrides, was once known as "the island of the Druids," but it is sacred to Christianity as the place where St. Columba built his church and monastery in the sixth century A.D. and which began the centre for missionary work in Scotland and northern England. The picture shows the ruins of the thirteenth-century cathedral of St. Mary, and also on the island are the tombs of the kings of long ago.

the Highlands and the strongest link with the past is in the Gaelic language which Highlanders are proud to use and keep alive. Many of the crofts that remain are lit and powered by electricity, for the Highlands now have hydro-electric schemes which harness loch and river waters. The Highlands, too, have modern holiday resorts such as Oban and Dunoon.

Oban, on the coast of Argyll, is a favourite tourist and yachting centre in summer; and many visitors from all parts of Britain go to see the wonderful Fingal's Cave in the island of Staffa, and the holy isle of Iona where St. Columba built his church and monastery in the sixth century

A.D. and began his work of spreading Christianity in Scotland.

To The Hebrides

Far out in the Atlantic is the lonely isle of Saint Kilda now denuded of its population.

Scottish islands are indeed romantic and not a large percentage of southerners ever have the privilege of visiting the Hebrides, for example. Look for them on your map flanking the north-west coast and you will see that there are both the Inner and the Outer Hebrides divided by Little Minch, a strip of water only a dozen miles across at one point. Skye, Mull, Islay and Jura are four of the inner islands. The outer group

consists of Lewis, North and South Uist, and several others.

Shielings and Crofters

Perhaps you will be surprised to hear that there are about one hundred of these islands having people dwelling on them and hundreds more so small or barren that they give support only to seabirds and other wildlings. Many of the Hebrides have open moorlands studded with shepherds' huts or shielings, some of them so primitive that their roofs are formed of turves. Stornoway, on Lewis, is the chief town of the Outer Hebrides and has its own herring fleet. Further to the south comes that part of Lewis known as Harris, and here the crofters weave their renowned Harris tweed.

We can imagine how lonely life is on the remoter islands where the croft itself has to provide nearly everything needed by the crofters. School for the youngsters will be a problem, too: and there will be no question of going to the shops 'down the road' for any day to day wants. The crofters will get what they need from day to day from the croft—materials for building or repairing the house, peat for the fires, vegetables, milk, and fish for food. Even their clothing may originate at the croft where the home produced wool will be spun and woven and skilfully dyed with the juices of certain plants.

But simple though the life of the crofters must be, it has its compensations. The lonely islands have produced a fine race of people, hardy, brave, patient, and hard-working; they are probably more contented and get greater satisfaction from life than many a townsman or city-dweller.

Orkneys and Shetlands

To visit the Orkneys and Shetlands is to visit islands rich in relics of the early history of Britain, from the burial cairns of the Orkneys' Bay of Skail to the traces of Saint Sunnifa's Chapel on Unst, the northernmost island of the Shetlands (and so, of Britain). But where are the Orkneys and the Shetlands?

To find the Orkneys on a map we must look to the extreme north of the sister country. Here we shall find, dotted about over extensive area, a considerable number of islands, though fewer than thirty of them are large enough for human habitation. Nevertheless, the Orkneys have rich soil, are highly cultivated, and are one of the most prosperous agricultural regions in the British Isles. Kirkwall is by far the biggest township, ranking both as a city and a royal burgh with an ancient cathedral. Stromness is another town in the Orkneys. Still farther north are the Shetlands, whose chief town is Lerwick, and whose chief products are fine woollen fabrics and the famous Shetland ponies.

Pentland Firth, with its wild waters, separates the Orkneys from the mainland; and, on the very point of north-east Scotland, hard by Duncansby Head, there once stood John o' Groat's House and stands to-day John o' Groat's Hotel. From Land's End to John o' Groats, a distance of 876 miles, would be the longest direct land journey we could undertake in the sister countries.

About John o' Groats

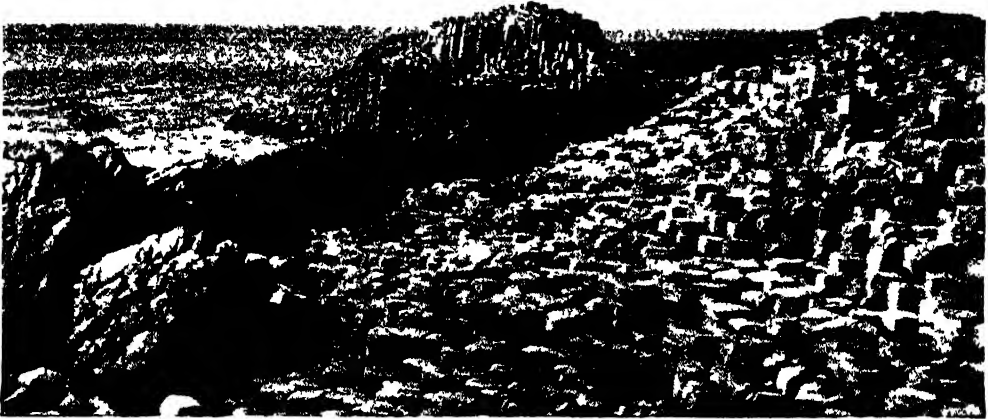
There are, of course, stories linked with the memory of John o' Groats. According to some legends, John de Groot was a Dutchman who, three hundred years and more ago, settled in this vicinity. The family grew and grew, as families did in those days, until eventually there were eight brothers, and a dispute then arose as to which of them should sit at the head of the table, near the door.

To settle the quarrel once and for all John built a house that was octagonal, or eight-sided. It had eight doors and eight windows on the ground floor and the dining-table had eight sides to match. Thus each brother came into the main living-room by his own door, went straight to his place at the festive board, and so there was no excuse whatever for any argument.

The Story
of the
World and
its Peoples



Northern Ireland
and the
Green Pastures
of Eire



THE HONEYCOMB, THE GIANT'S CAUSEWAY, COUNTY ANTRIM

J. Dixon & Co.

Legend says that Finn MacCool, the warrior hero, built this strange causeway so that he could fight a Scottish giant who had challenged him, but who was afraid to swim the channel. Geologists explain these curious stone pillars as the result of freak cooling of lava during the earth's earliest times. The pillars mostly have three or five sides and are each from 15 to 20 inches in diameter.

BEAUTIFUL IRELAND

THE Green Isle of Erin is a little larger than Scotland, but has rather fewer people. It lies right in the track of the prevailing westerly winds of the Atlantic, which keep it ever fresh and verdant, so that it is known all the world over as "The Emerald Isle."

Ireland has two separate political divisions: (1) Northern Ireland, which is still part of the United Kingdom, and consists of the five counties around Lough Neagh and the county of Fermanagh; and (2) Eire, which is the rest of Ireland, and is now a republic independent of the British Commonwealth of Nations. Of the two divisions, Northern Ireland, which has

several flourishing manufactures, is the more densely populated; Eire is mainly a farming country, with a more evenly distributed population, whose great business is dairy-farming and the export of foodstuffs, mainly to the sister island of Great Britain.

The Making of Erin

Ireland's mountains lie mainly in the great detached masses around its rim. The middle of the island is largely the great Central Plain through which flows the slow, deep Shannon, linked with Dublin by the Royal Canal and by the Grand Canal.

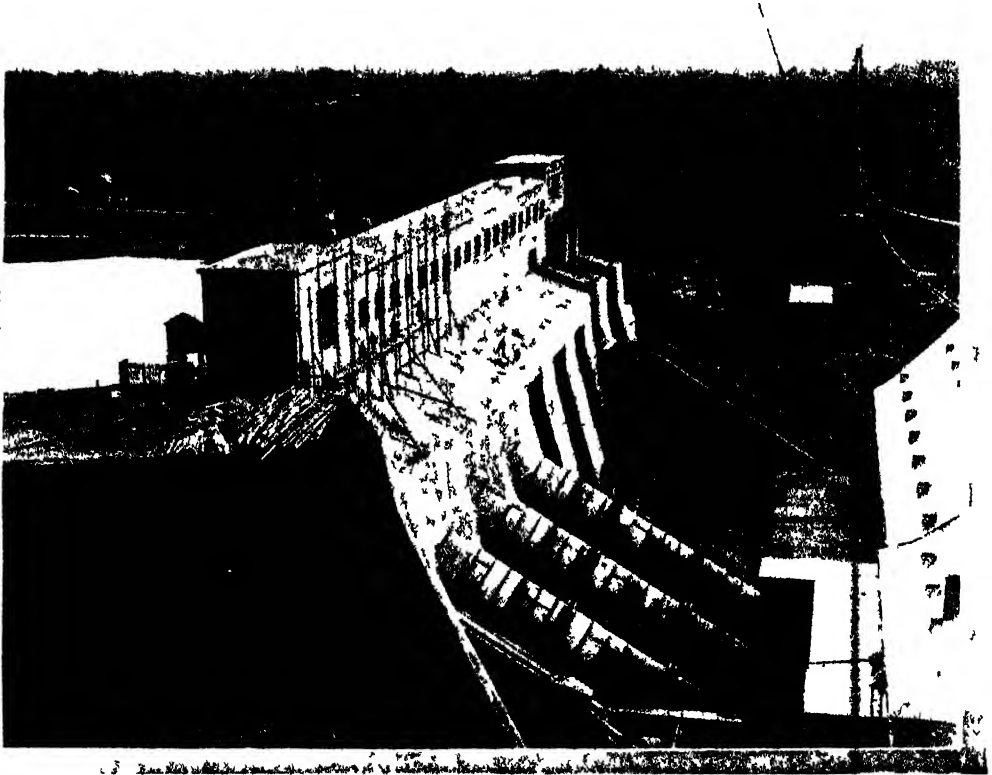
The Central Plain was once covered

by other layers of rock, among which were the coal measures, but these have nearly all been planed off by the ancient ice and by the work of running water, leaving the old limestone floor with here and there steep isolated hills and mountains of millstone grit like that of the Pennines. Ireland has little coal, and this partly explains why she is not a manufacturing island. But in recent years the mighty Shannon has been harnessed to provide electricity at the great power houses of Ardnacrusha, above which is an eight-mile canal bringing water from the river. The Shannon Power Scheme has successfully brought electric light, heat and power not only to the large

towns but even to country districts and has made possible the development of many manufacturing enterprises.

Peat instead of Coal

Bogs are common on the Central Plain—soft, swampy and treacherous, others solid and full of the peat that is much more used than coal in Irish homes. The largest is the Bog of Allen. These bogs have been formed by the age-long decay of marsh plants and sphagnum moss in the water-filled hollows of the limestone, where boulder clay from the ancient glaciers has given them a waterproof bottom. There are bogs, too, in Connemaia to the west, and in other low-lying spots

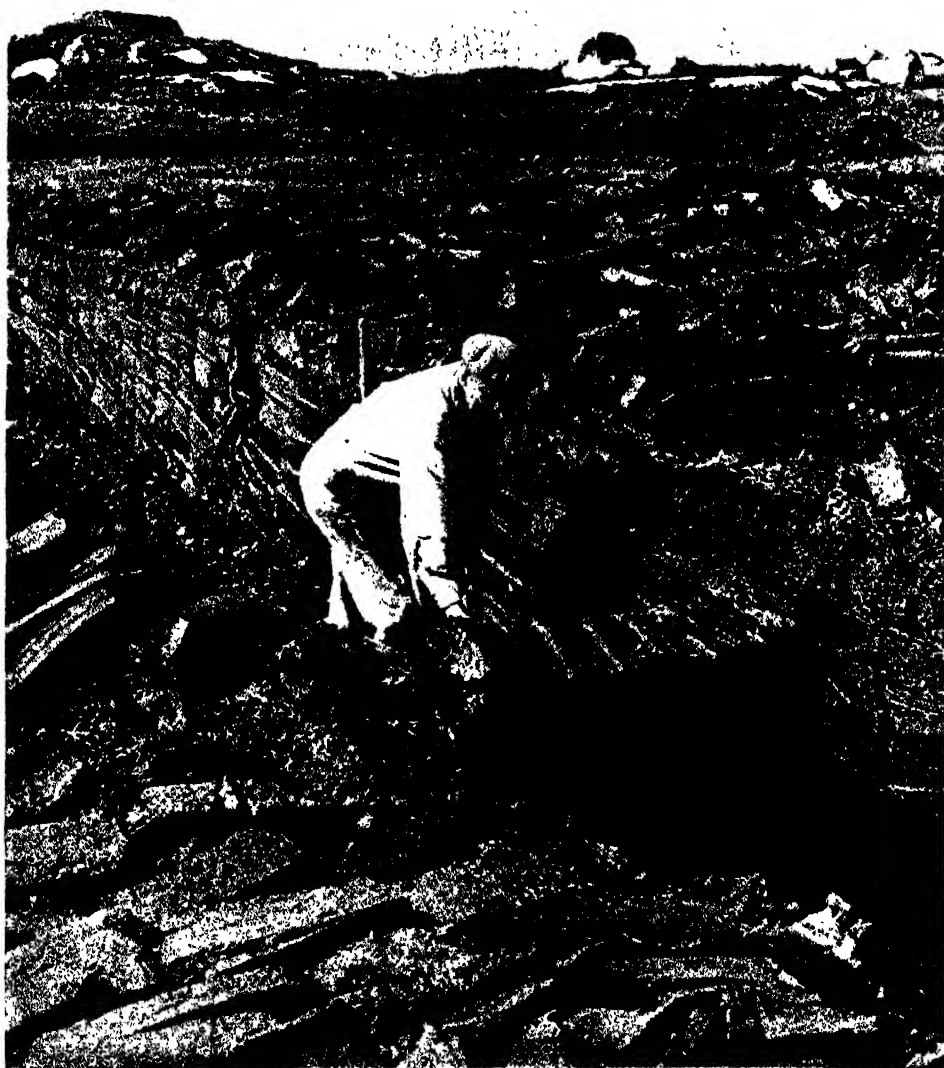


THE SHANNON IN HARNESS

Topical Press

The Shannon the longest river in the British Isles drains almost the entire plain of Ireland. Harnessed by the dam illustrated above its waters produce electric power, not only for Dublin but for practically the whole of the Irish Republic where there is little coal to be mined. Overhead lines are mostly used for transmission.

CUTTING TURVES



Irish Tourist Association.

There are many bogs in Ireland, particularly on the Central Plain. Some are swampy and treacherous, but others are solid and full of peat, or "turf" as the Irish call it. Turf is the traditional Irish fuel. It is cut from the bog with a sharp spade-like implement called a slane in Ireland. The bogs have been formed by the slow decay of marsh plants and sphagnum moss, through the centuries, in water-filled limestone hollows waterproofed by boulder clay from ancient glaciers.

among the Irish hills. They are by no means without natural beauty. As the year rolls on, "the bare brown bog turns gradually warmer in tone till it becomes a bright orange, a pale red, and then in October a vivid crimson as grass and bog-plants turn scarlet."

Colours, indeed, are nowhere brighter and fresher than in the clear rain-washed atmosphere of Erin. To appreciate this we have only to visit the lovely Wicklow Hills with their "sweet vale of Avoca," or the beautiful Lakes of Killarney amid their encircling peaks, or wild Connemara with its marble mountains and its deep lakes, Corrib and Mask.

Ireland's highest peak is Carrantuo-hill (3,414 feet) in Macgillycuddy Reeks amid the mountainous region of south-western Ireland, whose coastline is cut

up by long deep inlets called *rias*.

Northern Ireland has important manufacturing industries, the chief of which are the linen industry and ship-building. The headquarters of both are at Belfast, which contains about a third of all the people in Northern Ireland.

The linen industry grew up there because it is a flax-growing region, although to-day large quantities of flax from Belgium and Holland, Germany and the Baltic lands have to be imported to meet the needs of the linen mills of Belfast, Londonderry, Larne, Coleraine, Lurgan, Portadown, Armagh and Monaghan (though Monaghan is in Eire: Monaghan, Cavan and Donegal are the three Ulster Counties not included in Northern Ireland).

Ship-building is mainly centred at Belfast at the head of the deep Belfast

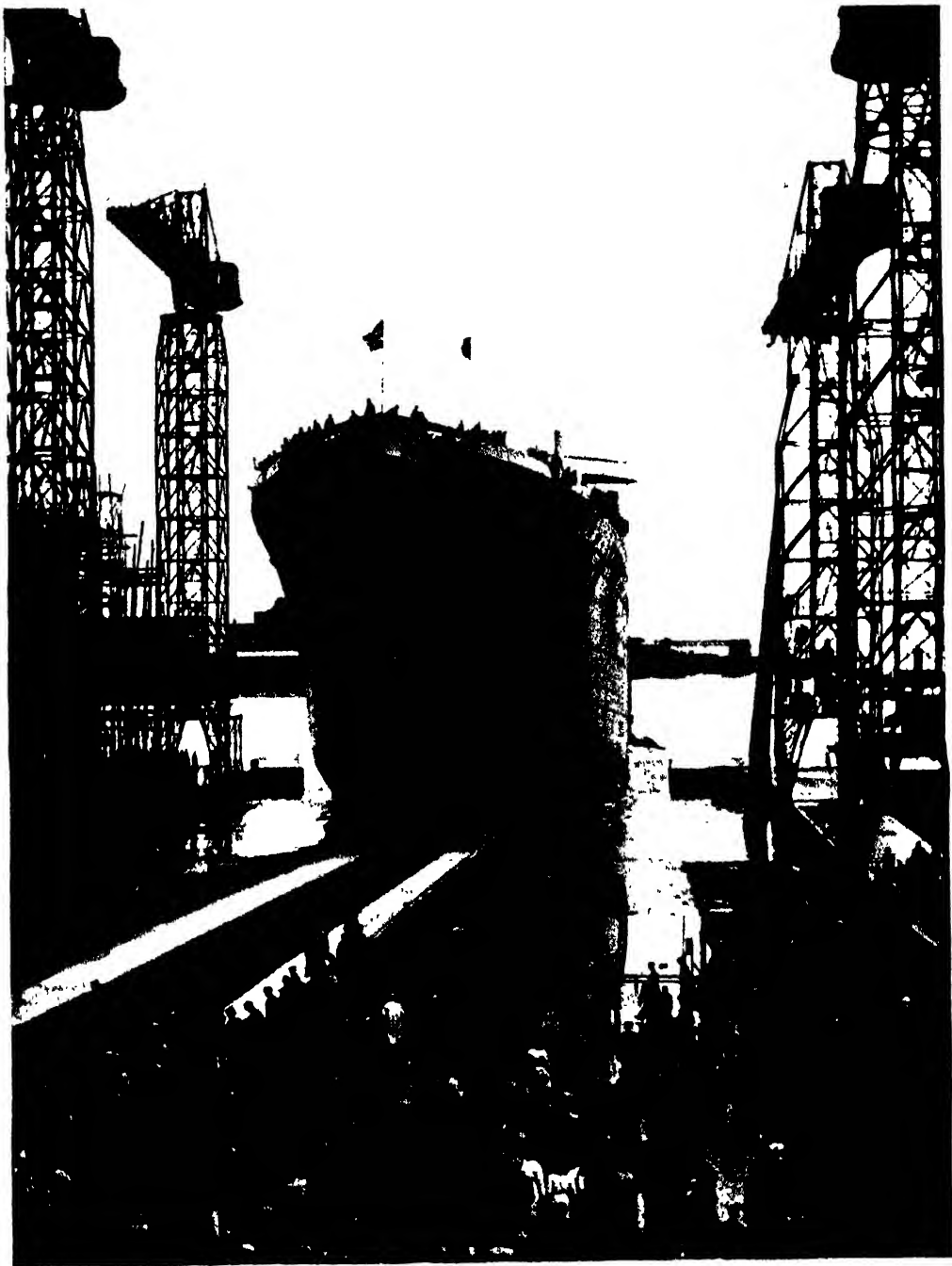


GATHERING PEAT

Irish Tourist Association.

Most cottages in Ireland have their stacks of peat cut from the bogs, for peat is fuel which keeps them warm in winter and heats the ovens of the countryfolk who live there. Peat is cut from the bogs and loaded in pannier baskets on the backs of patient donkeys, other loads are carried in special baskets that fit one's back, as you can see from the picture.

BUILT IN A BELFAST SHIPYARD



Topical Press.

At the head of the deep Belfast Lough are the famous shipyards of Harland and Wolff from which many of our finest ocean liners have come. In this picture we see the launching of the "Edinburgh Castle," a fine ship built recently for the South African run and launched by Princess Margaret. Watched by the men who built her, she moves down the slipway to the water that is her natural element.

Lough, where are the famous shipyards of Harland & Wolff, which have launched many of our finest ocean liners. Although a little coal and iron can be got near Belfast, the main supplies come from Britain—coal from the Ayr coalfield and iron and steel plates from Northern England.

Belfast has also flourishing tobacco factories, the biggest rope works in the world, and mineral water factories. Londonderry also—generally known as "Derry"—has a number of thriving industries. During the last war it was an important naval base. It stands at the head of Lough Foyle, near whose seaward end is Moville, a port of call for Atlantic liners.

Northern Ireland is a rich agricultural and stock-breeding country, too. The basin of the River Lagan is remarkably fertile and grows many kinds of crops; dairy-farming and pig-rearing

being profitable occupations for many people.

The Giants' Causeway

An interesting spot which every one who can makes a point of seeing is the Giants' Causeway, near Portrush, on the northern coast. It is built up of thousands of basaltic pillars, mostly five-sided or three-sided, standing up right out to sea, so that their tops form a rough platform. The cliffs near by have a similar formation. The famous "organ pipes" of Fingal's Cave in the island of Staffa are of the same structure, and are probably due to a similar great upheaval of ancient lava.

What are called textiles, *i.e.*, products that can be woven, always collect round them a vast industry, and Ulster's textile interests find employment for at least 70,000 people and bring



DONEGAL PLACE AND THE CITY HALL, BELFAST

J. Dixon Scott

First city of Northern Island, Belfast has important industries, the chief of which are linen and shipbuilding. Standing on the banks of the Lagan where it enters Belfast Lough, the city is also an important seaport. The City Hall shown in this picture stands on the site of the old Linen Hall and was opened in 1906.

into use some 875,000 spindles. These interests centre round flax and linen, and few plants are more beautiful than flax, with its tapering leaves and tiny blue flowers. The stalk or straw is composed of a woody substance called the "boon," around which is a veritable network of fine, strong fibres. Seed is sown either in April or June, spring-sown flax being harvested in July and the later crop in September.

Harvesting the Flax

When it has grown sufficiently tall the flax plant is pulled up bodily by the roots, so that it does not have to be cut with scythe or machine like hay or grain. When a sheaf weighing about twenty pounds has been pulled it is carefully tied so that the root-ends are close together, and the bundles must next be put in a pond, roots downward, and covered first with rushes and straw to exclude the light, and then with stones to ensure that they remain below water. After about a fortnight of this treatment the bundles are spread out on grass and then placed in stooks in the field to mellow, much as one sees stooked sheaves in a cornfield.

The next step is called scutching. In the course of this process the flax straw is passed between heavy crushing rollers with intermeshing cogs on their surfaces, these cogs breaking the straw and partly separating it from the fibre. Scutched flax has now to be tied in bundles weighing fourteen pounds,



Keystone

NEAR THE MOUNTAINS OF MOURNE

The little harbour of Donaghadee, County Down, is overlooked by the two major peaks of the Mourne Mountains, Slieve Donard and the 2,796 foot high Slieve Donard. Slieve Donard is the highest of these lonely granite mountains which song, as well as their natural grandeur, has made famous.

known as a stone of flax, when it is ready for the market or the mills.

Long before cotton, silk or any other sewing material was discovered and put to man's use linen thread was in daily demand. In Bible times the vestments of the priests were embroidered with fine linen, and to-day good linen thread is one of the strongest fibres known. Many pages might be written on the making of linen yarn, how the first crude fibres are prepared and spun; how two or three strands are twisted together to make threads or twine; how it is reeled and made up into balls, cops, cards and skeins. Even

then we should not have considered the weaving of linen cloth from the thread, spinning and weaving being distinct parts in the routine of all textile industries.

The Red Hand of Ulster

Ulster is another and older name for Northern Ireland, and its badge is a red hand. Long years ago, so legend tells, a party of bold adventurers was approaching the coast of Ireland when the leader announced that whoever of his party first touched the shore should possess the territory he reached. Thereupon an ancestor of the O'Neills from whom descended the Kings of Ulster, finding another boat forging slowly ahead of his, struck off his left hand and flung it on to the land. Thus the hand of Ulster, red with O'Neill blood, still remains an emblem.

The Parliament Houses of Northern Ireland are at Stormont Castle, on the outskirts of Belfast, one of the most modern and beautiful of all legislative buildings. The Ulster Parliament con-

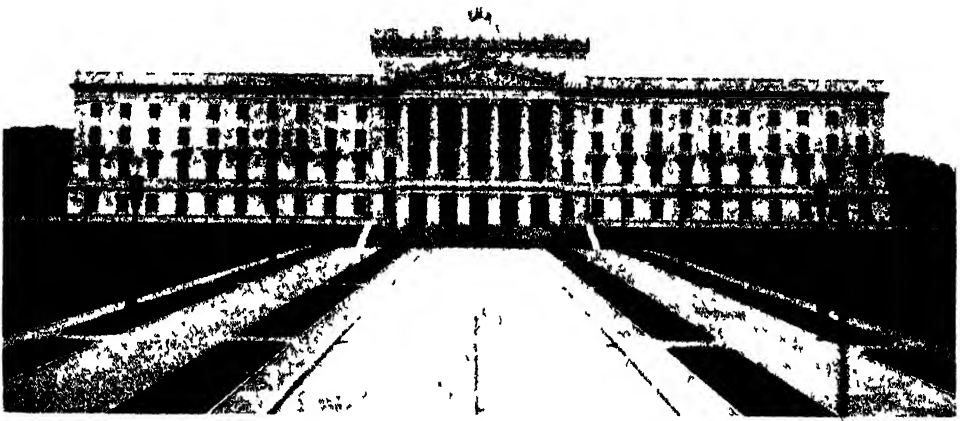
sists of a House of Commons of fifty-two members and a Senate, thirteen members being still returned to the House of Commons at Westminster. There is also a Governor, who represents Her Majesty the Queen.

Regular services of mail steamers ply between Belfast and Liverpool, Heysham, Ardrossan and Glasgow and between Larne and Stranraer. Inward-bound Belfast packets make their way through the broad lough with its entrancing views and berth in the very heart of the city.

In the Irish Republic

Eire itself is mainly a farming country whose real wealth lies in its dairy produce, and in its cattle and horses, pigs and poultry.

Potatoes, said to have been introduced from the Americas by Sir Walter Raleigh in the sixteenth century, grow well almost anywhere where there is soil enough, and to this day form the chief food of a large number of the Irish country folk. So much, in fact,



J. R. Dainbridge

WHERE NORTHERN IRELAND'S PARLIAMENT ASSEMBLES

Although Northern Ireland sends members to the House of Commons at Westminster, her six counties and two parliamentary boroughs have their own Parliament and Government. There is a House of Commons, a Senate and a Governor who represents H.M. the Queen. The picture shows the fine Parliament Buildings at Stormont Castle, on the outskirts of Belfast.

*J. K. Bainbridge*

THE HARVEST OF FLAX

Flax, from the fibres of which linen thread is made, is not cut with a machine. Instead, the plants are pulled bodily from the ground and are then made into sheaves weighing 20 lbs. The first step in the maturing of flax is to place the sheaves in a pond, weighted down with stones to ensure that the sheaves remain below water.

have the Irish depended upon potatoes in past years, that the failure of the potato crop has meant widespread distress.

The dairy industry of Eire has been greatly helped by the building of central creameries, run by co-operation among the farmers. The milk is brought to the creamery from farms great and small in all sorts of vehicles, from humble donkey carts to large motor lorries. Here the cream is separated from it by machinery to be made into the famous Irish butter, and the "skim milk" that is left is given back to the farmers to use at home or to feed the pigs. There are some hundreds of co-operative dairy societies worked in this way, which gives the big farmers and the poor people alike the chance of getting good prices for their cream in a ready market.

Bacon factories and ham factories are run on much the same lines. Poultry kept on the dairy farms yield additional income to their owners. Most of this dairy produce goes to the busy towns and manufacturing regions of Britain, through ports like Dublin, Wexford, Waterford and Cork.

Every true Irishman is a lover of fine horses, for some of the finest horses in the world are bred in the Emerald Isle.

Beautiful Connemara

Much of Eire, however, is poor country for supporting the people who live upon it. In the far west—in Connemara, for instance, where the soil is poor and thin, and the climate wet and raw—the countryfolk, in their thatched and whitewashed homes, depend upon their small potato and

cabbage patches and upon their pigs, if they are lucky enough to have them, for their living, adding to the scanty harvest of the land the inexhaustible harvest of lake and sea.

But Connemara is a beautiful region of lake and mountain, visited by more and more people every year for its scenery and its quiet, whilst its trout and salmon fishing attracts sportsmen from all quarters of the British Isles. The gate to it is Galway.

The eastern half of Southern Ireland is much more densely populated, and some manufactures are carried on in the towns and cities.

Dublin

Dublin (Baile Atha Cliath), the capital, shelters within its city boundaries quite one-eighth of all the people in the Republic of Eire. Its port is Kingstown, which is now called *Dun Laoghaire*, and is in daily communication with Holyhead and Liverpool.

The River Liffey cuts the city in two, and is lined with busy wharves and warehouses, for Dublin is the main entrance into the Southern State. Saint Patrick's Cathedral, founded in the twelfth century, and restored in 1865, and Christchurch Cathedral, stand not far from the Castle in the heart of the city. St. Patrick's Cathedral has a monument to Jonathan Swift, dear to schoolboys and school-girls as the author of "Gulliver's Travels."

A big town standing at the head of the Shannon Estuary is Limerick, capital of the county of the same name in the province of Munster. Though interested mainly in farm produce, Limerick is a centre for salmon fishing, and a certain amount of export trade is carried on from its docks.

In the south we find Cork, which ranks as Eire's second port. It has valuable imports, such as coal and grain, and sends away in substantial

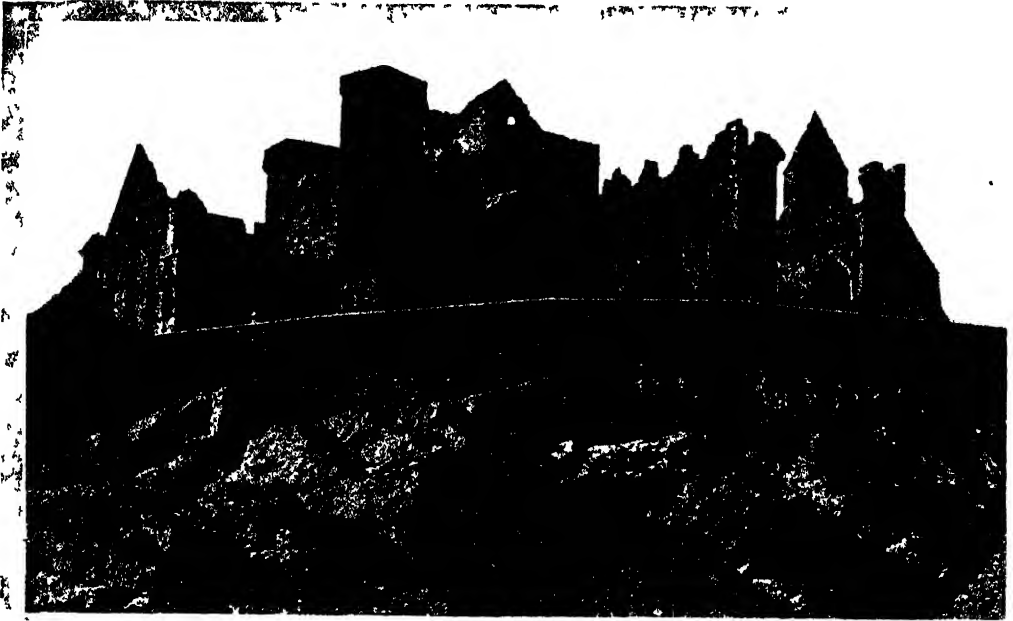


J. Dixon Scott.

LURIGEDAN'S MASSIVE BULK

The table-topped mountain of Lurigedan dominates Ulster's beautiful Vale of Cushendall whose pattern of rich fields laps the basalt foot of the mountain. Cushendall itself is a pleasant seaside place on the shores of Red Bay which is among the finest coastal scenery of Northern Ireland

BY KILLARNEY'S LAKES



F. Deaville Walker

Three hundred feet high, the famous Rock of Cashel in Tipperary has a twelfth century fortified cathedral whose history is linked with the former kings of Munster. Notice (right) the Round Tower which was probably the bell tower of Cormac's Chapel, another building on this historic rock.



F. Deaville Walker

The natural grandeur of the lakes of Killarney places them high among the many scenic beauties of the Emerald Isle. This picture shows the lovely Upper Lake where little islands, covered with magnificent shrubs and trees, rise intriguingly from the lake waters.

quantities livestock and dairy produce. It possesses a growing motor industry and stands on the River Lee, which is particularly beautiful where it winds through the city's outer suburbs. At the far end of Cork Harbour, on Great Island, is the port Kobh (pronounced Cove) which was Queenstown in the old geography books and is still a port of call for Atlantic liners. There is also the county of Cork, the largest in Eire, and part of Munster Province.

Ports of the South-East

Fifteen miles west of Limerick, on the Shannon river, is Shannon airport (Rineanna) whence services fly to all parts of Europe and -even more important—across the Atlantic to

Canada and the United States. But in general there is not so much commercial activity on the western seaboard of Eire apart from fishing. On the other hand, the ports that give ready access to South Wales and Bristol are busy and prosperous. Waterford, on the River Suir, is one such place, and Wexford, on the River Slaney, another. From Rosslare there is a regular service of fine steamers to Fishguard, where express trains make a quick run to London through the Severn Tunnel.

As a result of its own Republic of Ireland Bill of 1948, Eire has ceased to be a member of the British Commonwealth of Nations. Commonwealth links were first weakened in 1922 when the country became the Irish Free



HOME OF THE BLARNEY STONE

Topical Press

Fifteenth-century Blarney Castle, in County Cork, is the home of the famous Blarney Stone, the kissing of which is said to confer powers of persuasion and flattery. The Stone is let into the walls a short distance below the battlements of the tower which is 120 feet high. The castle was once a stronghold of the McCarthys.

State. In 1937 it adopted the Gaelic name Eire, which means Ireland, and ranked as a free and self-governing state within the framework of the British Commonwealth of Nations, just as do Canada, Australia, New Zealand and the Union of South Africa. Thus, as well as its own national flag, a tricolour of green, white and orange, it had its own coins: its own Houses of Parliament—Dail Eireann (Commons) and Seanad Eireann (Senate). Now Eire stands on her own, although Britain still gives her citizens full civil rights within the Commonwealth. English people will still find themselves at home in Eire where English is the chief language spoken, though Erse is now taught by law in all the schools.

The Irish Countryside

We have now visited both town and countryside in the Emerald Isle, and of the two it is the latter—with its lovely hills, lakes, moors, and pastures—that is most characteristic of the island and its people. For although Ireland has her big towns and cities, much of her area is countryside where thatched and white-washed farmsteads and newer



Central Press.

THE FASTNET ROCK LIGHTHOUSE

This lighthouse tells ships bound to Britain from America that they are nearing the end of their voyage. It stands on the Fastnet Rock, some four and a half miles off Cape Clear. The first lighthouse to be built here rose from the summit of the rock, but this dangerous site was forsaken when the new lighthouse was built.

two-storied houses are homes for the small farmers.

Here, and in the country towns and market centres, and along the roads leading to these towns and centres, we shall see things and people typical of the Emerald Isle. We shall meet perhaps the little carts, each with its pony or ass between the shafts: the shawled women carrying on their backs loads of turves to be added to the stack that is being laid in for the winter: and, by the roadside, the cottages with their

gardens gay with flowers and flowering shrubs.

If you were to stop at one of these cottages, you might see Irish homespun being produced upon a cottage loom in the traditional manner. Such homespun cloth, which is still produced in Donegal and elsewhere, is—like Harris tweed—famous the world over. Knitting and sprig embroidery are two other village crafts that you might see.

By the Peat Fire

Wherever you went, you would see the stacks of peat, or turves—even in such great cities as Dublin. These peat 'mountains' are the fuel store for the cold winter months. Lacking coal supplies of her own, Ireland cuts the fuel for her homes from the peat bogs which cover a seventh of her land surface. In the course of a year not less than 7 million tons of peat will be cut.

In your travels, too, you would be almost certain to see relics of the

Ireland of long ago—dolmens, of which there are a great number, and the early forts called *raths* of which there are more than 28,000.

The Round Towers

There are the round towers as well, and these are almost uniquely Irish. Originally built as strongholds in which the local people could resist pirates and robbers, the round towers once existed in many parts of the country. Despite their strong construction, however, many of them are now no more than ruined stumps and not long ago it was calculated that there were only some eighty of them still in existence. One of the best preserved round towers is to be seen on Devenish Island, Lough Erne, in county Fermanagh. The tower here is more than eighty feet high and still has its stone conical roof. Another fine example stands on the Rock of Cashel in Tipperary.



O'CONNELL STREET, DUBLIN

Independent Newspapers Ltd.

This is probably the most famous street in the capital of the Irish Republic. It is named after the Irish patriot Daniel O'Connell, sometimes known as "the Liberator." The street runs to the O'Connell Bridge which spans the River Liffey. The lofty column is the Nelson Pillar.

The Story of the World and its Peoples



Countries of the British Commonwealth of Nations



THE AMERICAN BISON

Canadian National Archives

The Bison belongs to the same great family as the ox, but has enormously high shoulders, a heavy mane and also a beard. When the continent of America was in the early stages of its settlement, bison roamed over the prairies in huge numbers, some of the herds being estimated to contain from 1 million to 4 million of the animals. Now these creatures are protected and the ones we see above are at Wainwright Park, Alberta, Canada. Bison are often called buffaloes, but this is a mistake. The only true buffaloes are found in India and Africa.

THE DOMINION OF CANADA

MORE than half the North American continent—from the northern frontier of the United States to the snow-and-ice islands within the Arctic Circle—is occupied by the great Dominion of Canada.

Many centuries ago, Lief Ericsson, a Norse sea rover, probably voyaged here from Greenland in his "long dragon," but Canada remained largely unrevealed to Europe until John Cabot reached its shore in 1497. Even then the vast mainland was not penetrated, and western Europe rested content with the Newfoundland banks and mainland coasts as harvest grounds for her fishermen. In 1534, a French explorer named Jacques Cartier reached the Gulf of the St. Lawrence and travel-

led nearly a thousand miles up-river, marvelling at the vast forests and at the red men who, he was convinced, were "Indians" and living proof that he had found the long-sought route across the Atlantic to the riches of the Orient.

With the Pioneers

Still no settlement was founded, that was left for Samuel de Champlain to achieve in 1604 at what is now Annapolis, Nova Scotia. Until his death in 1635, de Champlain went on exploring, founding Quebec, journeying southwards to the magnificent lake that bears his name, and westward up the St. Lawrence and the Ottawa, searching, as Cartier had done before him, for the elusive route to the East.

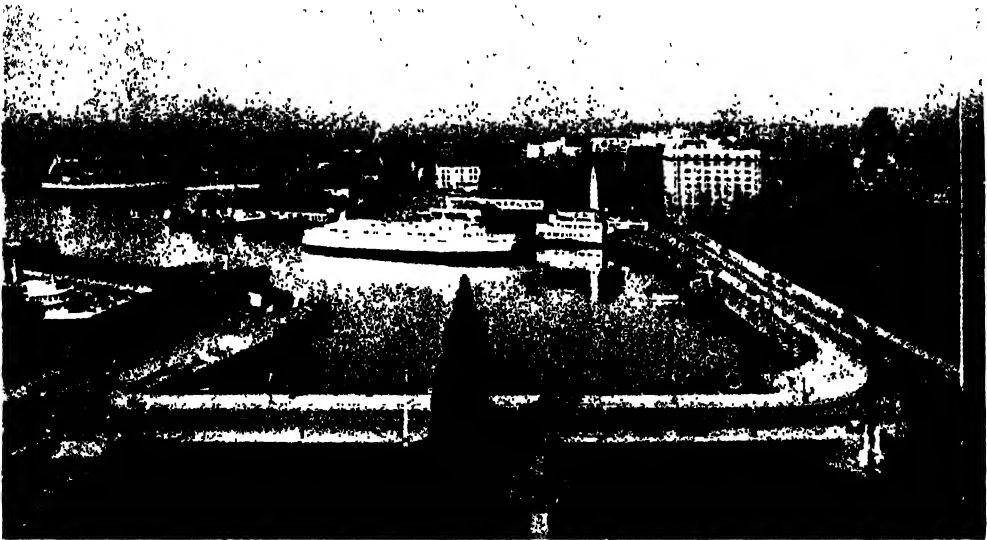
The first settlements which he and

others founded were bases for French fur traders and for the missionaries brought out by the "Company of New France" which Cardinal Richelieu had formed and to which he gave complete control of the St. Lawrence Valley. But its fortunes did not prosper. Trade was poor; the missionaries fell victims to the fierce Iroquois Indians, and in 1663 New France became a royal province.

Meanwhile, exploration went on, and two of the French colonists, Pierre Radisson and Medart Chouart (who also called himself *Sieur des Grosseilliers*—Squire of the Gooseberry Bushes) voyaged to England with tales of the rich fur trade that could be built at Hudson's Bay, where they had explored, and where they had established friendly relations with the local Indians. No less a person than King Charles II himself heard their story, the outcome of which was an English expedition to Hudson Bay and the setting up of the Hudson's Bay Company in 1670, with Charles' cousin, "his Deare and

Entirely Beloved" Rupert, as its first Governor. Thus England returned to the bay on the fringes of the Arctic Circle where gallant Henry Hudson's attempt to find the North-West Passage had ended in his tragic death at the hands of his mutinous crew. English settlements rose upon the shores of his bay and prospered: for, in 1713, defeated France had to admit England's claims upon Hudson Bay, Newfoundland and Nova Scotia.

Rivalry between British and French was inevitable. There was fighting between the rival nations in Canada, with the Indians taking part on both sides, even during times when France and Britain were nominally at peace. In vain, the French tried to safeguard their possessions by building a chain of forts along the great lakes. When the Seven Years' War began in 1756, the British fleet was all-powerful. Cut off from supplies and reinforcements, and outgeneralled by the young Wolfe, the French army in Canada surrendered at Montreal (1760) after Wolfe had led his



British Columbia Government.

CAPITAL OF CANADA'S MOST WESTERN PROVINCE

Founded as Fort Camosun, the Indian name of the site, by the Hudson's Bay Company in 1843, the present capital of British Columbia was renamed Victoria in honour of the young Queen in 1851. It became the capital when Vancouver Island and British Columbia were united as a Province in 1866. To-day it is mainly a residential and tourist centre, but it is also important industrially.

Our photograph shows the inner harbour at Victoria.



AT A HUDSON'S BAY COMPANY'S TRADING POST

National Film Board

It was in the reign of Charles II that the Hudson's Bay Company was founded for trading on the shores of Hudson's Bay. To day the Company still flourishes and carries on its fur trade as it has done through nearly three centuries. Their trading posts in modern times stock a wide variety of goods. Aluminum discs are given in exchange for furs brought in by the Eskimos who then use the discs to buy goods from the post. In this picture Eskimos are seen at the Chesterfield Bay Inlet as they wait for the supply ship to come in bringing new stock to the trading post.

men up the Quebec cliffs to win the battle fought upon the Plains of Abraham (1759).

At the time of the French surrender there were about 60,000 French in Canada. In 1945, there were nearly four million French-Canadians, most of them descendants of the early settlers. That they have so flourished is a remarkable tribute to wise and understanding rule in Canada where the defeat of 1760 might have produced lasting bitterness. French-Canadians to-day enjoy full rights and liberties in

the Dominion and have their own cities, districts, newspapers, language, culture and traditions. It would be insulting to question their loyalty to the Dominion, and we have only to recall their contribution to the Allied cause in times of war to realise how much further that loyalty extends.

After the Seven Years' War, fresh colonists streamed into Canada, including 40,000 United Empire Loyalists from the breakaway colonies of America. Many of the new arrivals were Scots, as we might guess from the numerous

Scottish names among Canadian people and upon the map of Canada.

The story of the inland exploration of Canada is bound up with the development of the Hudson's Bay Company. Even in the early days, when French-Canadian *voyageurs* threatened the Company's outposts, there were such keen explorers as Henry Kelsey who, in the last decade of the seventeenth century, had visited the Barren Lands, the Prairies, and the Eskimo people along the west coast of Hudson Bay. After the defeat of the French, one of the Company's greatest travellers—Samuel Hearne—made three expeditions into the Barren Lands, finding the copper deposits along the Coppermine river and looking out over the Arctic Ocean from the river's mouth. Under Hearne's leadership, the Company's forts extended to the Rocky Mountains and Lake Athabaska, competing with the Scots fur-traders from Montreal, who now menaced the supremacy of the Hudson's Bay Company, and continued to do so until the famous North-West joint Company was formed.

Great Trader-Colonists

There are many brave characters in the story of Canadian trade and exploration—the hard and powerful Simon McTavish: Alexander Mackenzie, an even greater explorer than he was fur trader, whose name has been given to the second largest river in North America: Thomas Douglas who, in 1811, founded the Red River Colony near where Winnipeg now stands: and George Simpson, the greatest of the trader-colonists, called by his subordinates "the Little Emperor": Donald Smith also, who in later years, as the Earl of Strathcona, was to represent the young Dominion in Britain.

In 1791, Canada had been divided into two parts, each with its own government: Lower Canada, which was predominantly French, and Upper Canada, where everything was British. In 1838, Lord Durham was sent to

Canada, as a result of armed revolts against the administrations, to report on the situation there. His wise and conciliatory investigations led to the union of Upper and Lower Canada in 1840.

Twenty-seven years later, the provinces of Ontario, Quebec, New Brunswick and Nova Scotia federated in the new Dominion of Canada. British Columbia, where gold had been discovered, was later joined to the Dominion by the construction of the Canadian Pacific Railway—one of the greatest and most romantic engineering feats the world has seen. For nearly 3,000 miles across mountain barriers, through narrow gorges where angry rivers swirled and tumbled, over treacherous swamplands and across great plains where no man lived, the magnificent project took shape.

The route took six years to survey, and those who did the work suffered untold hardships in the mountain winter when avalanches continually threatened them and the temperature was often eighty degrees below freezing point. In 1875, the actual work of building began—causeways had to be built across the marshes, ways blasted out of the flint-hard rock, tortuous routes carved up the towering mountainsides. It was not until 1886 that this almost superhuman task was completed and workers from east and west met at Craigellachie, where the last spike was driven into place by the Earl of Strathcona.

The completion of the Canadian Pacific Railway was followed by other great railway schemes—the Canadian Pacific itself was extended: the Northern railway was carried on to Hudson Bay: and the Grand Trunk Pacific was planned. Meanwhile, prospectors were revealing the mineral wealth of the Dominion. Nickel was found at Sudbury: gold in the Yukon: gold, copper and silver in the mountains of British Columbia: coal at Crow's Nest Pass, British Columbia,

and rich veins of silver and cobalt in northern Ontario. Canada, already prosperous, enriched herself from these discoveries: made her countless acres of forestland the core of a vast wood-pulp and paper industry: harnessed the power of her falls and rapids to hydro-electric schemes—all this with such success that she is to-day a mighty nation, proud of her achievements and

of the independent spirit which is her legacy from the pioneers who laid her foundations so truly and so well.

The Structure of Canada

The story of any country is, in the first instance, one of how its people conquered or were conquered by natural obstacles of land and climate that they encountered. A look at the



Canadian Pacific.

A "MOUNTIE" IN THE WONDERLAND OF THE ROCKIES

The Royal Canadian Mounted Police are justly world-famous. Guardians of law and order in the remoter regions of the great Dominion, they also maintain "floating police detachments" along the desolate coasts of the Western Arctic. In 1940, the R.C.M.P. schooner *St. Roch*, started on an historic voyage which made her the first ship to sail the Northwest Passage from west to east.

structure of Canada shows, for example, why it was that there were no settlements on the great prairies of western Canada until the coming of the trans-continental railway.

Geologically, the oldest part of the North American continent is the "Canadian Shield," a wide expanse of old, hard rock spread horseshoe-wise round Hudson Bay whose streams, lakes and rugged forests penned in the early colonists and which is now the chief mining area of Canada. The "Canadian Shield" is part of the *Central Lowlands* of North America, south-east of which are the *Eastern Highlands*, with the Appalachian ridges and the plateau of the Alleghany. In the far west are the rugged ranges of the *Western Cordillera*, of which the Rocky Mountains are part. These ranges extend from Alaska in the north, through Canada and the United States, as far south as the Isthmus of Tehuantepec.

Our great grandfathers used to think of Canada as a very cold land in which life was hard and full of adventure—chiefly because a famous poet called Canada "Our Lady of the Snows." There are even now some people who think that the greater part of the Dominion is a cold and barren land in which life is difficult and Nature cruel. Nothing could be farther from the truth.

The Canadian Winter

It is a fact, of course, that most of Canada is much colder in winter than any part of Britain; that the St. Lawrence and the Great Lakes are generally sealed by ice for five months in the year; and that even in large and populous cities like Montreal and Toronto the thermometer in winter sinks to levels which startle us in our warm little Homeland, where even ten or twelve degrees of frost set us shivering unless we wrap up or snuggle down by the fire. But go to Canada and spend a winter there; see how

boys and girls enjoy the snow and ice; find out for yourself how much cosier Canadian houses are than ours, and how little you yourself feel the cold, even when there are thirty, forty, or fifty degrees of frost, because the cold is a *dry* cold and not a damp chill like we often get in Britain!

The great gateway of Canada for most of us who visit the Dominion from Britain is the St. Lawrence, which with its five great lakes provides a waterway for at least 2,000 miles into the very heart of the North American continent. But if we were in a hurry, we might travel all the way by air and reach Canada in a day via Gander airport, Newfoundland, and Montreal. For seven months in the year, large ocean liners can steam up the St. Lawrence to the great Canadian city-ports of Quebec and Montreal, beyond which a series of rapids bars the way; although smaller ships, by using the canals which have been made to avoid the rapids, can pass up the river to the Great Lakes and on to the grain-shipping ports at the very head of Lake Superior.

At the Gateway of Canada

As a matter of actual fact, there are only about 120 miles of rapids between Prescott and Montreal that prevent ocean liners from reaching Toronto, and at the present time there is under active consideration a plan for making a great new deep water canal to improve this bad stretch of river, and to harness the rapids to power stations to earn the money to pay for it. If and when this scheme is completed, Toronto and not Montreal will be the head of ocean navigation, and Toronto will quite probably rapidly outstrip Montreal in size and importance.

Two great nations, however,—the Canadians and the people of the United States—are concerned in this plan, for the international boundary at that spot passes down the middle of the St. Lawrence, and Canada and

THE DOMINION OF CANADA

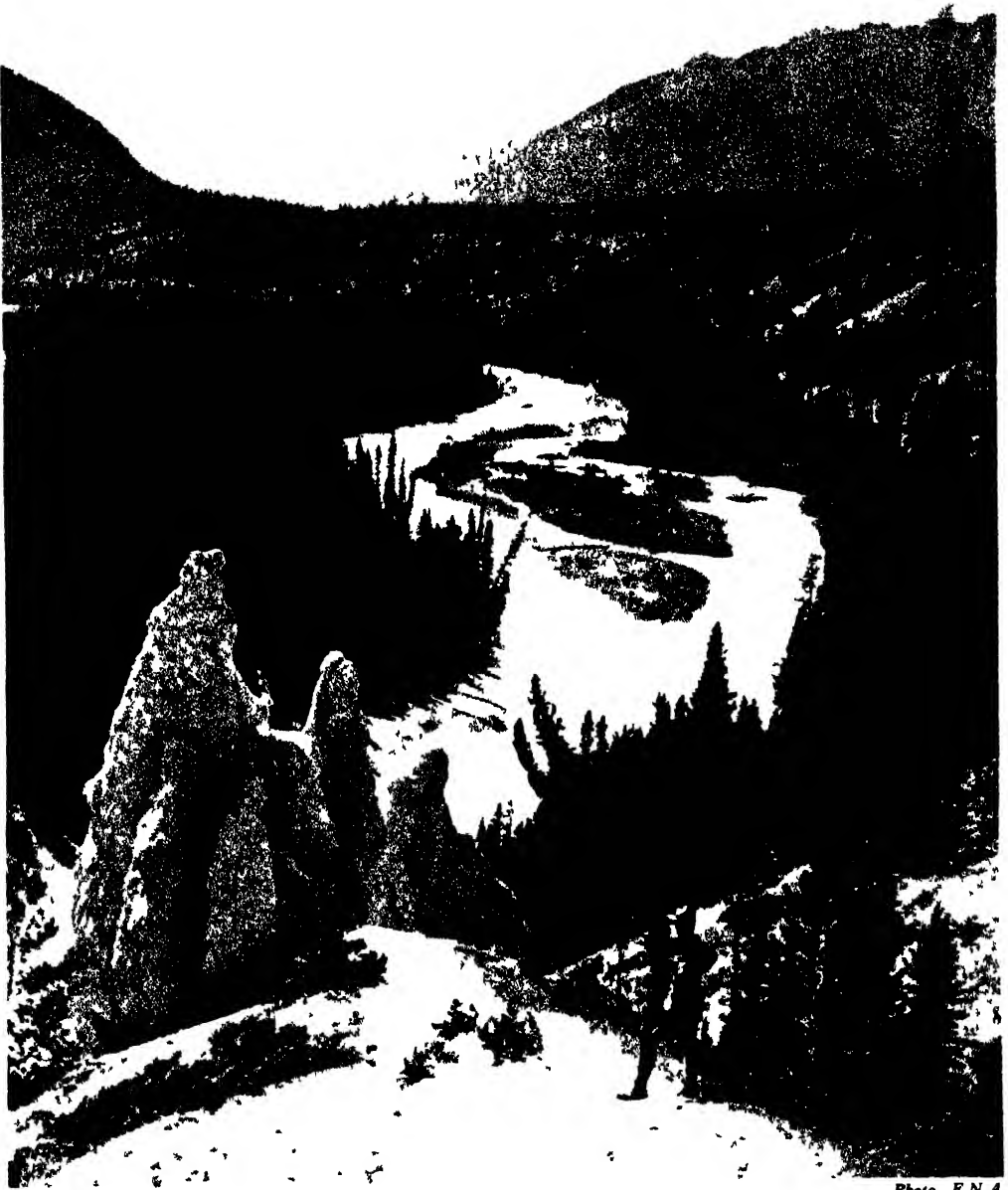


Photo E.N.A.

Canada is the largest country in the Western Hemisphere, the third largest country in the world, and its total area is approximately equal to that of all Europe. From its fertile plains to the icy Northern archipelago, or from its great cities to the lonely fastnesses of the Rocky Mountains, it has wide variations in temperature, scenery and products. Our photograph shows a scene near Banff, in the Province of Alberta. In the foreground a trooper of the Royal Canadian Mounted Police looks down the Bow River Valley with the Rockies in the background.

AMONG THE CANADIAN ROCKIES



Photo: E.N.A.

The Rocky Mountains extend the whole length of North America, from Alaska to the South. Here we have a scene in the Canadian Rockies showing Emerald Lake, British Columbia.



Photo: E.N.A.

This scene is in Alberta and again the Rockies are in the background. The photograph was taken from the grounds of a chateau situated on the shores of the picturesque Lake Louise.



Photo: H. Armstrong Roberts

This lofty peak in the Canadian Rockies is known as Mount Assiniboine, a name derived from the Assiniboinas, one of the native tribes which formerly roamed in this part of Alberta.

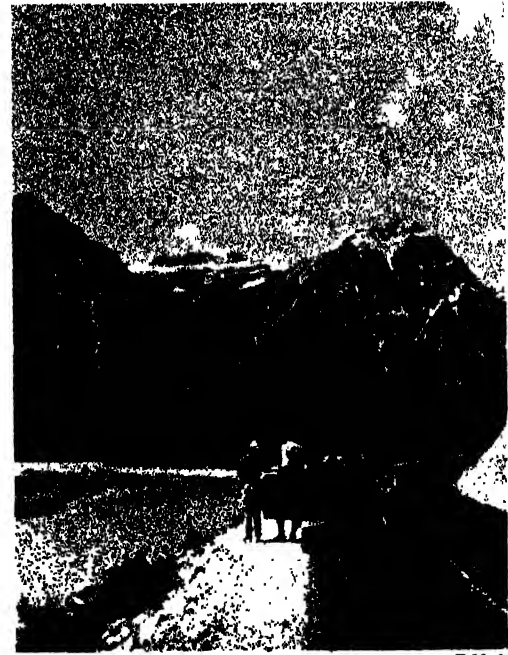


Photo: E.N.A.

Mount Brussels, seen in the centre background of this picture, is one of the most inaccessible peaks in the Canadian Rockies. It is in the Columbia icefield area of the Jasper National Park.

FOR SCENERY AND SPORT



Photo: H. Armstrong Roberts

Banff, in Alberta, is a district widely famed as one of the finest holiday resorts in Canada. Apart from its wonderful scenery a wide variety of sports, including hunting, fishing, and climbing are all at hand. This is a view showing Mount Rundle, near Banff, which is situated in one of the largest of Canada's great National Parks.



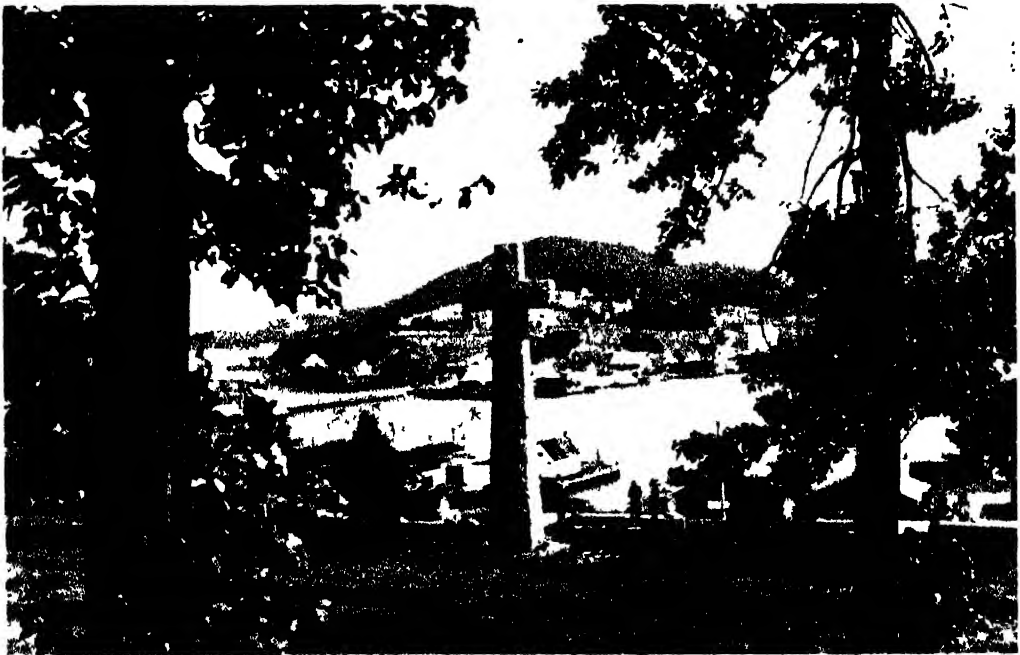
Photo: E.N.A.

From the vast forests of Canada come supplies of timber for building, paper-making, and many other purposes. Here we have a scene on the Montreal River as it runs through the Province of Quebec. Thousands of logs have been felled and trimmed farther upstream then carried down by the river itself. Probably the logs will presently be frozen in and will lie there till the spring thaws set in.

A COMMERCIAL CAPITAL AND ITS HISTORY



A Breton explorer, Jacques Cartier, founded the first French settlement in Canada in 1534. Later, he discovered the river now known as the St. Lawrence, the gateway to Canada. Cartier made his way up the river to Hochelaga, which later became the site of Canada's largest city and commercial capital, Montreal, in the Province of Quebec. Our photograph, taken from Mount Royal, gives a general view of Montreal



Photos: E.N.A.

The peninsula of Gaspé forms the eastern part of the Province of Quebec, and it was here that Cartier first landed. The photograph above shows a general view of Gaspé, with the Jacques Cartier Memorial in the foreground. After Cartier came Samuel de Champlain, explorer and trader, who sailed still further up the St. Lawrence to found another settlement in 1608, and this grew into the city of Quebec.

the United States must come to a suitable agreement before the work of improving the channel can be begun.

The winter sea-gates of Canada are the "warm water" ports of Halifax in Nova Scotia and Saint John in New Brunswick; and of Portland, Boston and New York in the United States.

Newfoundland

Newfoundland, territory of the first English colony in North America, derives its wealth and importance from its "Banks," long famous for cod fisheries, and from its forests and "white coal." It is, too, one of the finest hunting grounds in North America and has rich salmon and trout fisheries. Seal hunters, too, go out from Newfoundland to the coastal waters of Labrador. At such places

as Grand Falls, Corner Brook, and Lomond, there are timber, paper, and pulp mills which are among the world's largest and which are worked by hydro-electric power from Newfoundland's rushing torrents and streams. From Bell Island, iron ore is shipped to Nova Scotian steelworks. Botwood and Gander have given Newfoundland new importance as airports on the Atlantic sky route from Britain to Montreal. But St. John's remains the only town of any size in Newfoundland which is now the tenth province of the Dominion of Canada. For on December 12, 1948, an agreement was signed at Ottawa by Canadian government representatives and a Newfoundland delegation for bringing Newfoundland into the Canadian Confederation on March 31, 1949. On April 1, 1949, the new union was celebrated in St. John's and Ottawa.



Canadian Pacific

GENERAL WOLFE'S HEADQUARTERS

This modest French-Canadian farmstead in Quebec was the headquarters of General Wolfe during his victorious campaign which led to the surrender of the French armies at Montreal in 1760. Wolfe himself was killed in the Battle of the Plains of Abraham, but lived long enough to receive news of his victory. "Now God be praised," he murmured. "I will die in peace."

DWELLERS IN THE NORTH



Will F. Taylor.

FUR TRAPPING IN LABRADOR

In this wintry scene, the man is setting his trap to catch a mink. These animals live near rivers, where the ground is most likely to be an unbroken stretch of white snow. The trapper therefore builds a little house of tree boughs over this trap to keep out the snow. Once trappers could bring their furs south only in the summer, but to day air transport carries them at any time of the year.

THE DOMINION OF CANADA extends in a tattered fringe of archipelago far towards the Pole. Its northern mainland is at the edge of the Arctic, and a wide strip of it lies well within the Arctic Circle. Here the long winters are severe, and the short summers often quite warm and pleasant, but on the barren islands of the Polar Sea climate conditions are much more difficult.

There are no trees, but a great deal of this tundra country is covered with coarse grasses, and in many places is brilliant with flowering plants during the brief summer. Berry-bearing bushes, too, are common, and at the end of summer give a pleasant change to the diet of the people who live in this scantily-populated land.

By the Air Mail

The northern islands are the home of the Eskimo, and the mainland tundra of both Eskimo and Indians, most of whom get their living by hunting and fishing. On the mainland these people are in touch with civilisation at the many trading posts, and have com-

munication with the rest of Canada, not only by wireless, but also by the air mail, which can bring news and letters from the outside world every week, instead of once in two or three months, as was formerly often the case when the mails had to be carried by dog team in winter, or by canoe or coasting vessel in summer.

Air transport has, in fact, revolutionised life in Canada's Far North. Not only mails, but machinery and stores, medical and religious services, and police work now rely on air transport. As early as 1937, Canadian airlines had regular services to such distant places as Goldfields, Coppermine, Great Bear Lake and Aklavik in the Mackenzie Delta. Prospecting is done by air, and aircraft are used to help the seal-hunters find their prey.

Many Eskimo of the Canadian north have their own schooners, some of which are quite fine craft fitted with auxiliary motors, and capable of almost anything required of them in these difficult waters. Others have motor boats or boats bought from ships which call at various trading posts in

the summer when the sea is free enough from ice. Some have quite comfortable huts of drift wood and turf in which they live during the winter, in summer they prefer to use their tents and kayaks, which are just the things for the roving life they lead during the better weather.

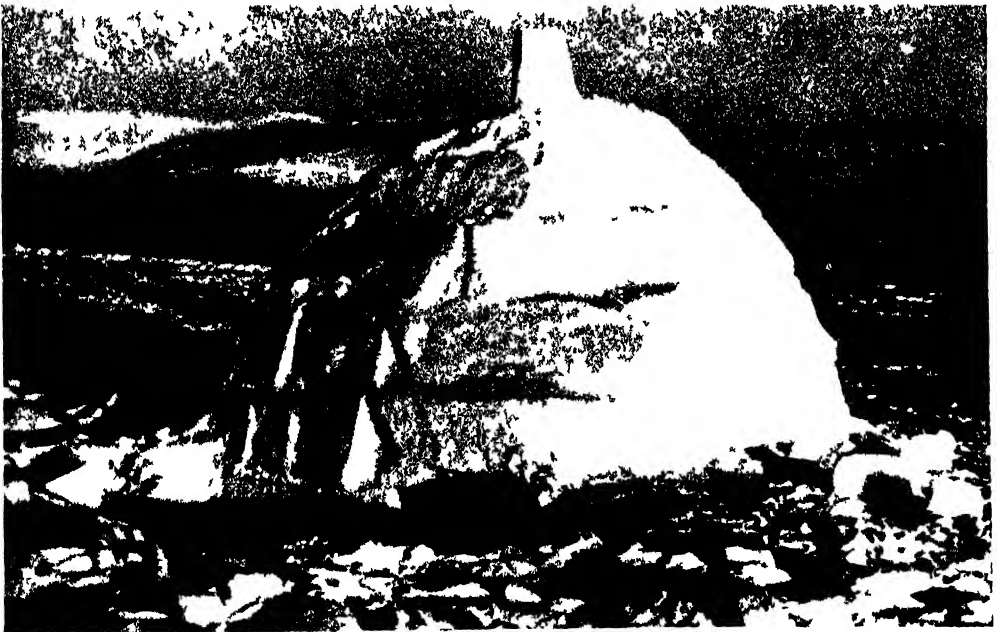
Those of us who do not realise how much the world has changed during the past ten or twenty years would be astonished to find Eskimo at a northern trading post listening to wireless programmes from the great American transmission centres, or sitting in their summer tents or in their winter huts enjoying the music of their gramophone, and perhaps even eating canned meat that has come from the more civilised lands of the south.

The Real Eskimo

But it is true. The Eskimo is not always buried away in his igloo but,

generally speaking, lives an active life to obtain the necessities of existence. Even far north among the great islands of the Polar Sea where the Eskimo live to day, very much as their ancestors did 1,000 years ago there is a short summer as well as the long and bitter winter, and during the summer these Eskimo take to the land with their hunting kit and their *tupic* or skin tent, as well as to the sea in their light and wonderfully made kayaks and gather what food they can from both. As winter comes down from the north the Eskimo retire to their winter huts or *amis* built of stones and turves, and often slightly underground, and perhaps built partly of drift-wood found on the summer beaches. Here they live snugly while the blizzards rage and howl outside, until the sea ice is strong enough to bear them on their winter hunting trips.

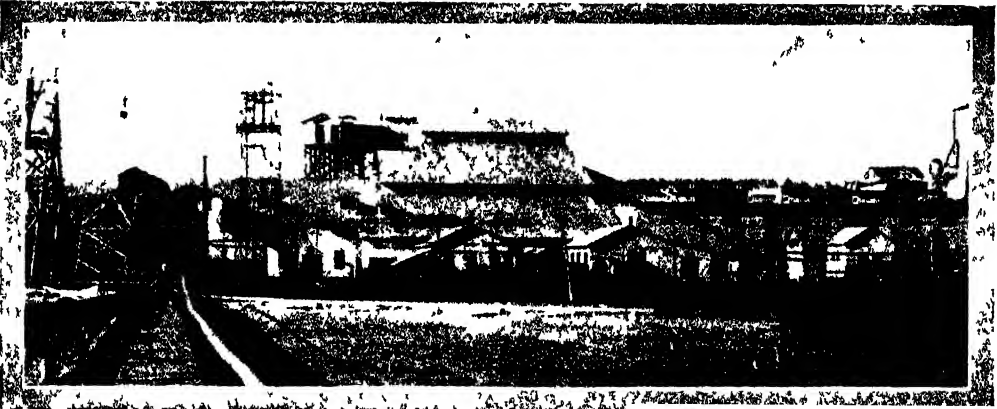
Each little Eskimo winter village is strung out over a considerable distance



Plu 141

FOR WARMTH AND COMFORT IN WINTER

Canadian and American military authorities in Arctic Canada and Alaska are employing Eskimos as instructors in the art of building igloos in the new military outposts in the Frozen North. In a well constructed igloo such as the house built of frozen snow seen above the soldiers on duty at these Arctic posts are able to keep as warm and comfortable as in a well equipped Army hut.



THE HOLLINGER GOLD MINE

H J Shepherson

There is gold in the west of Canada and this wonderful country is now the second largest gold producer in the British Commonwealth. In this illustration we see the famous Hollinger Mine, the richest of those on the Porcupine Goldfield. In 1897 finds of gold in the Klondike region of the Yukon drew men helter-skelter from all parts of the world, but the "Canadian Shield," east of the Rockies, is the great gold-bearing region now.

to give the people of every home a fairly wide area over which to hunt. Igloos or houses of hard blocks of frozen snow form the hunting and fishing headquarters of each family.

On the mainland, Eskimo hunters and Indian trappers collect furs and skins to exchange at the trading posts for things they need. But the big fur-trading is carried on in the great conifer forests, which lie to the south of the tundra lands. This forest belt stretches practically from ocean to ocean across Canada, and in parts is 600 or 700 miles in width. Its southern edges are fast being eaten into by the busy axes of the lumber-jacks, especially in Quebec, Ontario and Manitoba; but in the virgin depths of the forest and along its northern edges where it merges almost imperceptibly into the tundra, the trappers—Indians, half-breeds, and whites—set their traps, collect the furry pelts of the creatures they catch, and take or send them to barter at the Hudson Bay posts for food, clothing, and other things.

Trappers and Fur Traders

The main trapping season is in winter when the fur-bearing animals are wearing their finest coats, and when the

snow not only aids the trappers to conceal their traps, but enables them to get about more easily by sleds, snowshoes and skis.

As winter comes on the trapper collects from the store of the fur trader the flour and bacon, the coffee and tobacco, the blankets and clothing, traps and snares, guns and ammunition, and whatever else he is likely to need during his lonely sojourn in the winter wilds. He may not be able to pay for all these goods, but the trader knows that the average trapper can be trusted to settle his debts in furs after the trapping season is over.

He sets out with his dog-team over lonely trails and arrives at last at his cabin, built of strong logs, with every crevice caulked to keep out the bitter cold. This hut is his winter headquarters. He sets his traps and snares about three-quarters of a mile apart in a wide circle of perhaps thirty or forty miles, which he calls his "trap line." He has to be very cunning to deceive the wary, knowing creatures of the wild, whose sharp eyes and keener scent enable them quickly to detect the work of a "human." At times he may be absent from his cabin for several days—perhaps a

fortnight—inspecting his traps, collecting his catch and resetting his traps for another.

The Trading Post

The skins or pelts of the creatures he catches—of the marten and beaver, fox and otter, wolf and ermine, musk-rat and other animals—he pegs out and dries, piling them in bundles ready for transport back to the trading-post. Here, as a rule, no money passes ; for money is useless in such country as this. The trapper is credited with the value of his pelts, and against his credit he draws what goods he needs for his summer use ; and later, when he once again sets out for his trapping ground, his stores for the long and lonely winter.

Air transport has made the trapper's life much easier. His furs can be sent south by air at any time of the year and he no longer has to wait for the spring

thaw to unlock the streams and lakes that were his chief highways before the air lift came to put an end to strictly seasonal trapping. Canada also has fur ranches, particularly in Prince Edward Island, where such animals as the silver fox are specially reared for the fur trade.

A Gold Rush

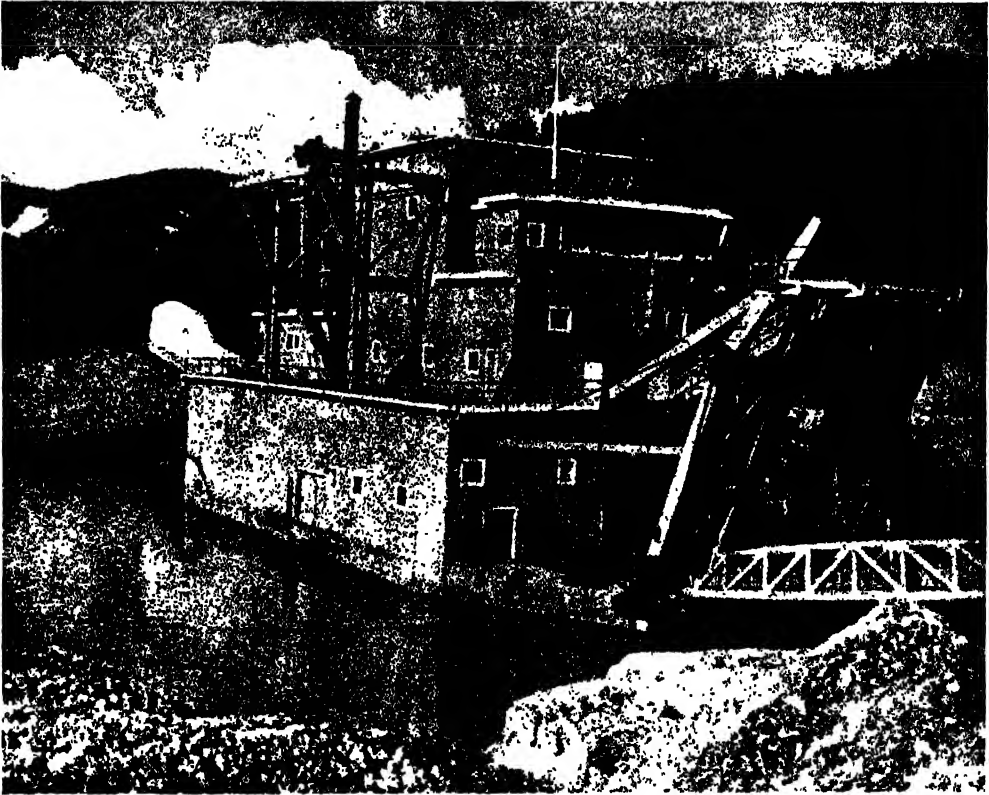
What has drawn, not only Canadians, but men from all parts of the globe to the far north-west of Canada, is gold. In 1897 rich finds of gold were discovered in the Klondike region of the Yukon basin ; a gold rush immediately set in, and in spite of the difficulties of reaching the Klondike in winter, swarms of gold-seekers attempted the perilous passage of the snowy passes from the North Pacific coast ; and, when spring came, made their way in hastily built scows down the roaring Yukon to the goldfields. But in recent years the yield



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INSPECTING HIS CATCH

In 1936, the Canadian Government built dams and canals to carry water into the dried swamps of Northern Manitoba so as to revive the conditions in which muskrats like to live. Within 4 years, there were enough muskrats for the trappers to start work again. This picture shows a trapper inspecting his catch, which he will take back to camp to prepare for marketing.



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GOLD-DREDGING IN THE KLONDIKE VALLEY

At the end of the last century the Klondike region in the Yukon basin was the scene of a famous gold rush and rich finds were made. In recent years there has been nothing spectacular but gold is steadily produced, and in this photograph is seen one of eight dredges used by the Yukon Consolidated Gold Corporation in the Klondike Valley. It can dredge the soil 63 feet below the surface of the water.

of gold from the Klondike has greatly decreased, and to-day the population is much less.

Canada's Gold and Oil

Although Canada is now the second largest gold producer in the British Commonwealth, by far the richest yield, to-day is from the Canadian Shield from the area round Timmins, and the richest gold mine is the famous Hollinger Mine of the Porcupine Goldfield there. In the Far North, too, at Great Bear Lake, rich deposits of silver-radium ore were discovered by La Bine and Brintnell who did their prospecting by air.

There are also rich oil wells at Norman Wells on the lower Mackenzie river whence runs a pipe-line to Skagway

on the North Pacific coast. Then Northern Alberta promises to become one of the largest oil fields in the world, and is being rapidly developed. The oil pipe line from Edmonton to the Great Lakes, completed in 1951, brings Alberta crude oil to Eastern Canada. Wealth in the north also lies in the rich grasses on which animals like the caribou and the reindeer can be raised in large numbers. The caribou are already there in considerable herds that migrate north or south according to the season in search of pasture; some reindeer have already been introduced and are flourishing there, for the Canadian tundra is no nearer the Pole than Lapland, where the chief wealth of the people is in their reindeer herds.

LUMBER-JACKS AND FISHERMEN



H J Shipstone

SORTING LOGS

The vast forests of Canada, stretching almost in an unbroken line from the Atlantic to the Pacific, provide work for an enormous number of lumber-jacks. Timber is floated down the swift flowing rivers from forest to factory. The lumbermen standing precariously on the floating logs in this picture are sorting the logs.

CANADA has many millions of dollars' worth of valuable timber as yet untouched, although the eastern forests have been greatly cut into by the lumbermen, who have also made considerable inroads into the southern part of the forests in Quebec, Ontario and Manitoba.

Forest Rangers

As we have already seen, these great forests stretch in a wide and almost unbroken line from Atlantic to Pacific. The trees are mostly conifers like larch and spruce, whose soft woods are particularly valuable to the paper-maker and the manufacturer of artificial silk; and tamarack and pine, with hemlock and birch and other trees. The great printing presses of the world, however, consume paper at such a rate that Canada is taking every possible step to conserve her forests, prevent waste, and arrange for new trees to be planted to take the place of those cut down.

Large areas have been set apart as National Forests to be strictly preserved

and cut only when there is need. No lumber company can cut timber where, when and how it pleases. It is under more or less strict supervision everywhere, so that young trees are not cut or damaged, and cutting is done in the most economical way.

Forest rangers are appointed to prevent waste and damage, to fight pests that damage trees, and, above all, to guard as far as possible against the worst peril there is—the danger of forest fires. Look-outs and other posts have been established whence the rangers can detect outbreaks of fire, and by means of the telephone and wireless can summon help and fire-fighting appliances to extinguish the blaze before it can spread over large areas. Hydroplanes, too, are used for fire detection and forest protection, for they can settle on the surfaces of the many lakes in summer. Like the planes used for carrying the Canadian air-mails, they are equipped with runners and skids in winter so that they can land on the snow-covered ice of the lakes and streams.

The following is part of a warning notice that appears in many of the Canadian railway time-tables :—

"Nine out of ten forest fires are let loose by human hands. An abandoned camp-fire, a glowing cigarette, a pipe-heel, or other innocent-looking cause ! Only a tiny point of flame which an hour hence becomes the fuse to a gigantic disaster."

Quebec province is the most important for wood-pulp and paper-making, but it is British Columbia that has the richest forests, for there the country is moister, and winters on the whole much milder than in the central and eastern portions of the great Conifer Belt. Here grow the magnificent Douglas firs, whose feathery tips rise to a height sometimes of 300 feet : the splendid Sitka spruces, and the fine-grained red cedars whose timber is in great demand for building.

Lumber-jacks

Lumbering is carried on chiefly in winter over the greater part of Canada, for the heavy snowfall makes it easier to move the weighty logs by sledges or by slides to the nearest stream, there to await the break-up of the ice and the spring floods that will carry them down by the million to the saw-mills and the pulp-mills on the main rivers and the lakes.

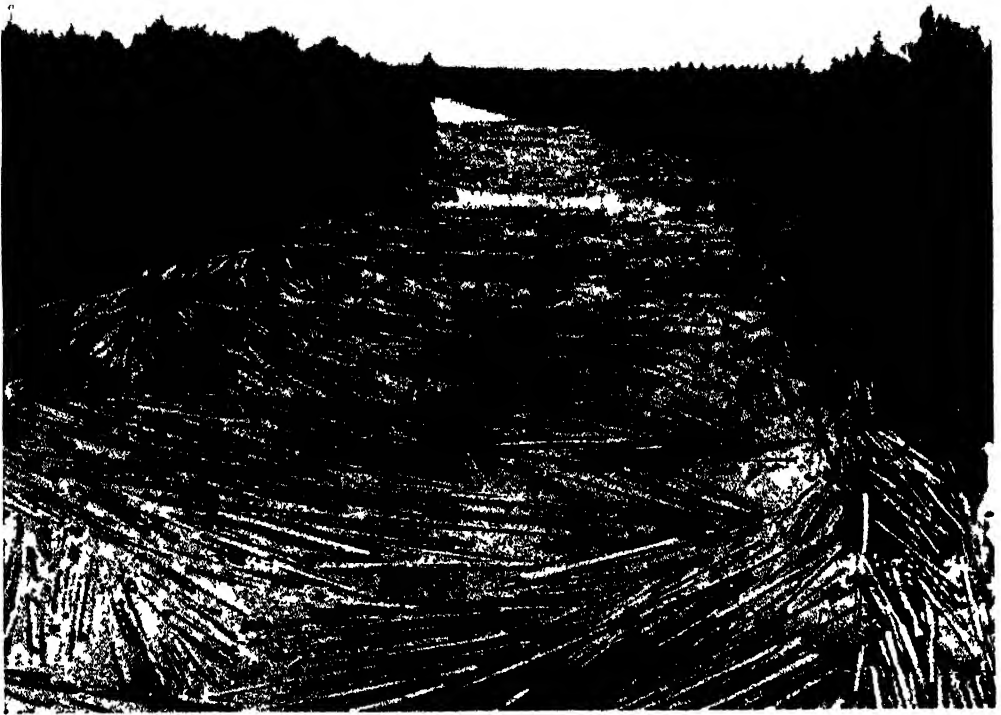
This provides work for many men who otherwise would be idle because their ordinary jobs have been stopped by frost and snow and bitter weather. They move up-country from towns and villages and farms to the lumber camps, where they live strenuous lives, but earn good money. After the spring "runs" of logs on the rivers are over, many of the lumber-jacks go back to the warm weather work in town and village, farm and factory.



MAKING A RAFT

National Film Board.

These British Columbia boom men are poling spruce logs to make up a raft. Their sharp-shod shoes enable them to stand on the logs to jockey the huge trunks with their pike poles or to "burl" the logs with short forward or backward steps. Lumbering is a major industry in Canada where over a million square miles of land yield fine timber.



F N A

ON THEIR WAY TO THE SAW MILLS

Larch and spruce are known as soft woods and are particularly valuable to the paper-maker, the great printing presses of the world consuming an enormous amount of Canadian lumber. In this picture you are shown a riverful of logs, raw material for the saw mills or pulp plants floating down the Mattagami River in Ontario. It cheapens the product considerably when transport along a stream can be arranged.

In many parts of British Columbia, however, the lumbermen do not wait for winter before they begin their cutting, because the snows are not heavy enough to make it worth while. They fell the huge trees during the good weather, cut them into giant logs, and, by means of wire cables and donkey engines, lug them out of the forest and place them on lumber trains which convey them to the river, or very often to an arm of the sea—for the Pacific shores of Canada are in many parts indented by long deep inlets much like the fjords of Norway.

At these inlets, ships from all parts of the world load timber and wood-pulp but much timber is also shipped from

such British Columbian ports as Vancouver, Victoria, and New Westminster.

East of Lake Winnipeg, and south of the St. Lawrence Gulf, are the hardwood forests of Southern Canada, where woodsmen work on such trees as yellow birch, red maple, sugar maple, basswood, and trees more familiar to us like oak, elm, and beech.

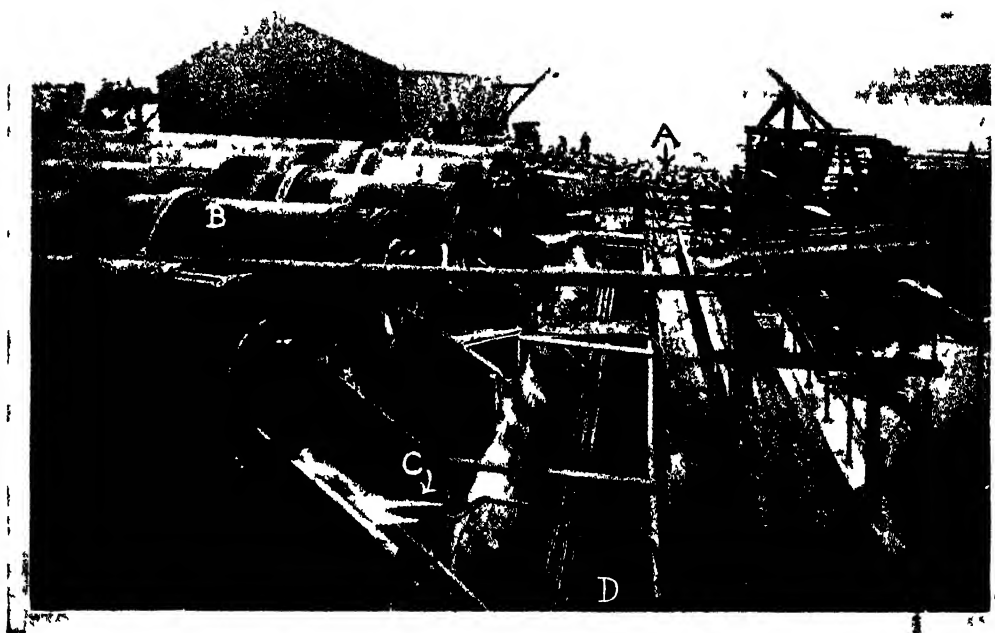
Great Fisheries of North America

Newfoundland's Grand Bank is still the most renowned of the world's cod fisheries. From Newfoundland and Nova Scotia, fleets of auxiliary schooners set out to bring in the rich harvests of cod, halibut, haddock, and hake.

TURNING TREES INTO NEWSPAPERS



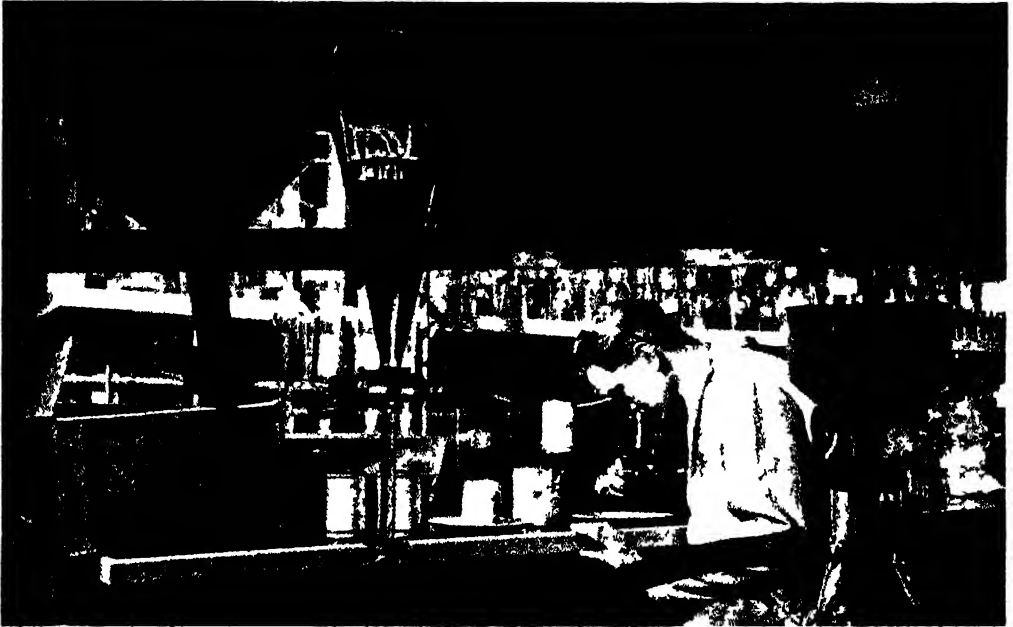
The mountain of logs here depicted was photographed at Iroquois Falls, Ontario. Powerful cranes lifted the timber from the water, and here the stuff is stacked within a few days through various intricate stages before being made into pulp.



This is Montreal

The bark is not required in the process of paper making and so the logs have to pass through wood barkers - the bark itself being used to feed the fires that drive the machinery. Here you see the barking appliances (B) and the logs have also to be sprayed (C) as they pass on to the pulping process. At point A you see the timber progressing swiftly along a moving platform toward the barkers whilst at D is the endless belt which takes it forward to the next stage.

THE GREAT SALMON INDUSTRY



Canada's salmon fisheries and canneries form one of her most important industries. The salmon are caught as they return from the sea to lay their eggs in the lakes and rivers. Great care is taken to ensure that only the best salmon is put on the market, and here we see cooked salmon being tested for texture by microscope.



114. *National Film Board*

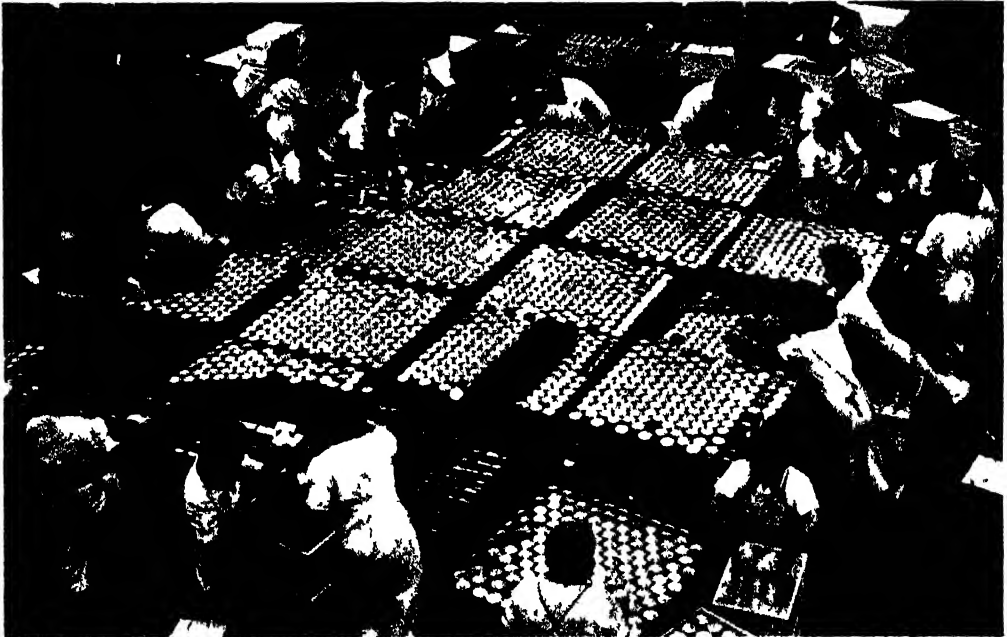
Nearly 25,000 workers are needed to cope with British Columbia's mid-summer salmon harvest. The world's largest salmon fleet keeps the canneries constantly supplied, and each fish passes through careful processes of cutting, cleaning, washing, and inspection before it is finally canned, cooked, and packed. This picture shows Indian girls working in the canning department.

COOKING AND CANNING SALMON



Monsieur

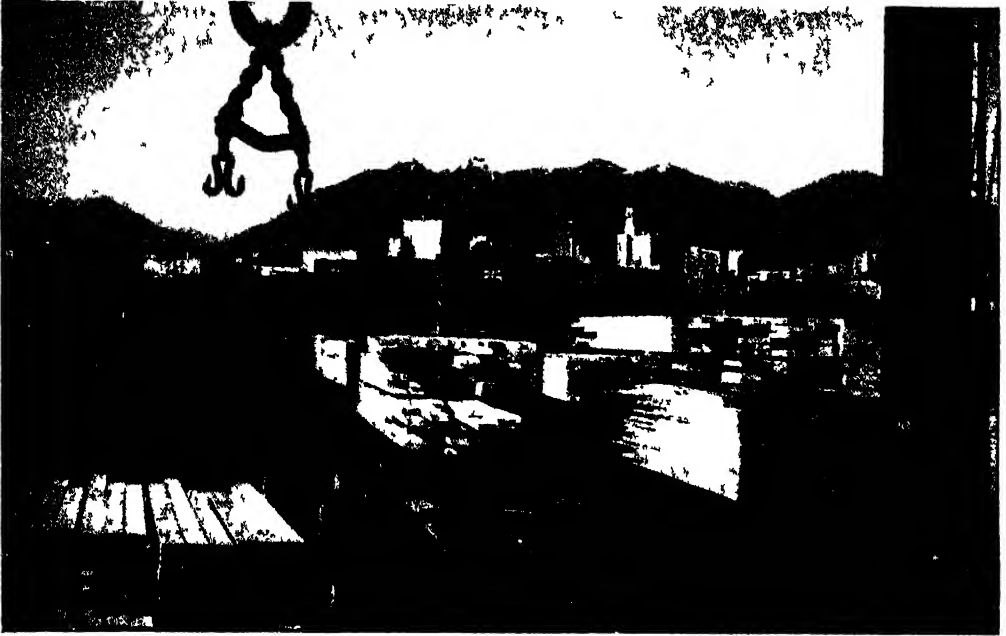
Cu , cleaned and scraped by an ingenious machine called an " Iron Chink," the salmon is then washed and inspected and put into tins by a machine which fills more than 100 tins a minute. In this picture a truck loaded with freshly-filled tins is being pushed into the cooking retort.



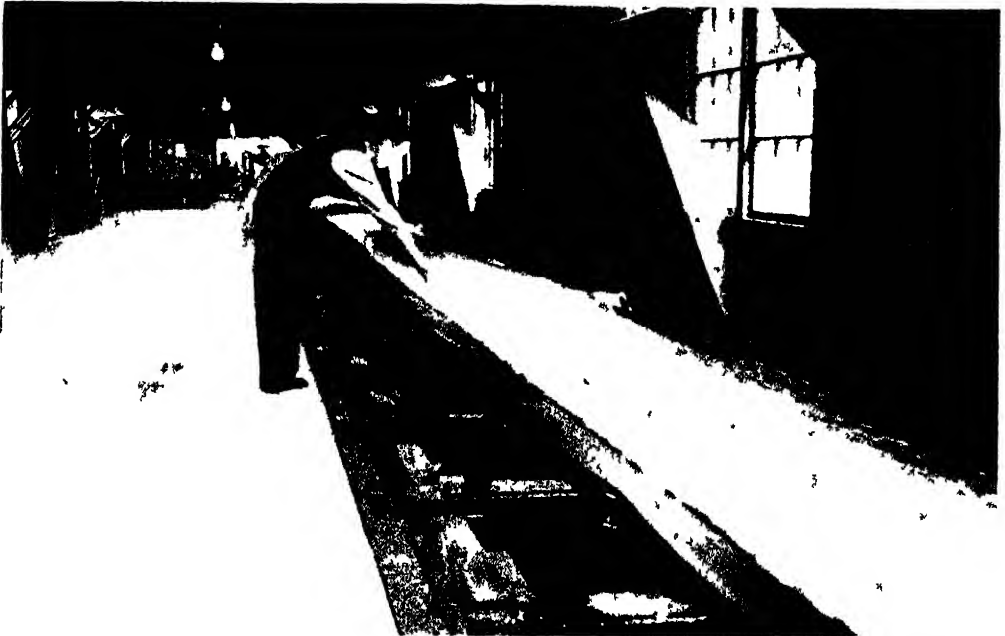
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Here, Indian girls are taking the tins from their trucks and packing them in boxes ready to be sent away. Canadian salmon goes to all parts of the world and besides the fish, the industry has waste products which are useful in providing such things as fish oil and fertilizer.

TIMBER FROM CANADA'S FORESTS



Vancouver is the chief shipping port for such British Columbian products as salmon and timber. This view of a part of Vancouver's docks shows timber awaiting shipment. Canada has more than a million square miles of timber land and is the third largest producer of wood in the world.



Photos National Film Board

Canada's great timber industry makes a major contribution to the world supply of wood pulp for paper. From her vast forests comes the cellulose for Britain's rayon industries and the paper-pulp which makes your daily newspaper possible. This picture shows the chip conveyor belt in a pulp mill taking chips to the digester building for making sulphite pulp.

No less famous are the great salmon fisheries of British Columbia and Alaska. The salmon are caught as they return from the sea to lay their eggs in the lakes and rivers. Traps, salmon-wheels, curtain-like gill-nets and purse seine nets are used to catch them, and some are caught by trolling. But the most common equipment used is the pound-net made so intricately of wire netting that once fish have entered it they cannot escape. Tenders from fish canneries collect the catch in flat-bottomed barges called scows. From these an endless belt system carries the fish into the cannery where they

are sorted and then cut, cleaned and scraped by an ingenious machine called an "Iron Chink" (it was given this name because it does work formerly done by Chinese labour). Inspectors wash and examine the fish which then pass on to cutting and filling machines which can fill more than one hundred tins a minute. The sealed tins are then loaded in trays on small trucks which are put into the cooking retort. Cooked, and then cleansed and cooled, the tins are labelled and packed ready to be sent off to Europe or other parts of the world; some of them, perhaps, will come to the shelves of your own grocery shop.



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CANADIAN FORESTS SUPPLY THE WORLD'S NEWSPAPERS

All our newspapers and many books are to-day printed on paper made from wood pulp, and it is in countries with vast forests, such as Canada, that the manufacture of "newsprint" has become a great industry. To-day there is still not enough paper to supply world demands. In this photograph the finished rolls of newsprint are seen as they are being carried by narrow gauge railway from the Powell River mills in British Columbia down to the wharves for shipment by sea.

THE PRAIRIES AND WHEAT



A WHEATFIELD OF THE PRAIRIES

Canadian National Archives

This photograph taken near Edmonton, the capital of Alberta, gives an excellent idea of what a prairie wheatfield is really like. Prairie means a meadow, a natural grass land, and the soil is particularly suitable for ploughing and will grow grain for several years before it needs to be further fertilised. Before the white man came Indians and the Bison roamed the prairies.

THE CANADIAN PRAIRIES lie south of the forest belt, and between the Rocky Mountains foot hills and the Lake of the Woods east of Winnipeg. The name means "meadows" or natural grass land. The prairies are by no means level, they rise gently in three broad steps or very wide terraces from Winnipeg westward to the Rocky Mountain foot hills, and the top of the easternmost of those three gigantic "steps" is gently undulating country, with few trees and open horizons.

The "prairie provinces" are Manitoba, Saskatchewan and Alberta, although it should be remembered that all three stretch far north from the prairie lands into the great belt of conifer forests. Manitoba, indeed, stretches from the international boundary of the forty-ninth parallel to the shores of Hudson Bay, where she has built her port of Churchill.

The soil of the prairies is extraordinarily fertile, and in many places

will grow grain for several years before the farmer finds it necessary to restore its fertility by scientific manuring.

Although grain—especially wheat—is the chief prairie product, there are regions where the rainfall is hardly enough for grain, but where large numbers of cattle, sheep and horses can be reared, as they are on the eastern foot hills of the Rockies. Grain farmers, too, do not lock up all their capital and spend all their energy in grain-growing; they grow other crops as well, and rear farm animals too. It is true that when a man first takes over his land, and breaks it up for farming, he generally grows wheat first, because wheat is pretty certain of making him a return of ready money. But after that, he begins to lay out his farm so that he can grow other crops too, and rear animals. One of the main reasons for this is that if the farmer grew wheat continuously, his soil would soon become exhausted—to such an extent that in time, fertile land might become

barren desert. Moreover, as the prairie settlements developed into towns the need for the products of mixed farming increased. Many of the prairie towns are now manufacturing centres for agricultural machinery, clothing, and all those things that the prairie farmer had once to import from the east, or even from Britain and Europe.

The prairies, however, are the real "golden lands" of the West, and rich hard wheat sown in spring and reaped the following autumn is the main crop. But we must think of them also as great stock-breeding lands where grain would not be so profitable, and we must bear in mind that although a farmer's mainstay may be wheat on the richer and moister lands, he also goes in for a good deal of mixed farming.

The Bison

Before the coming of the white men, the Indians roamed the prairies, hunting the bison (or "buffalo"), and

following the great bison herds as they migrated in their millions yearly across these vast natural grazing grounds. When white men came, and the Indians found a ready market with them for hides and "buffalo robes," both whites and Indians (now armed with guns capable of far swifter execution than their bows and arrows) carried on a campaign of ruthless slaughter, bringing down the bison in uncountable thousands, stripping them of their hides, and leaving their carcasses to the coyotes and the buzzards. The greed that prompted this wholesale extermination of the bison herds soon brought its retribution, and in a comparatively few years the bison was in danger of becoming as extinct as the prehistoric monsters whose remains we find in the rocks.

The magnitude of the slaughter may be realised when we read records which tell how, in the middle of the nineteenth century, travellers saw the



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NO ROOM IN THE ELEVATOR

In seasons when the crop is particularly heavy the granaries are filled to overflowing. This photograph shows what happens when for the time being the elevators are full and the grain has to be temporarily piled in one corner of a vast Saskatchewan wheat field until the elevators can take more thousands of bushels to be shipped later to some country depending on Canadian wheat for its daily bread.



THRESHING THE PRAIRIE HARVEST

National Film Board

In the middle of the nineteenth century great herds of bison were to be seen by the occasional traveller who went across the vast prairie lands of Canada. The bison have vanished from the scene and in their place huge crops of wheat are grown to be harvested by twentieth century machines which reap and thresh the golden grain in the spot

plains covered with grazing bison from horizon to horizon. Yet the day soon arrived when only a few hundreds were left. Luckily, some of these were captured and at last preserved in the great National Parks of Canada and the United States, where they could live and multiply unmolested. The buffalo herds of Wainwright Park in Alberta are famous, like some others, they have so increased in numbers in recent years that hunters are employed from time to time to thin them out.

Where the bison herds formerly roamed in yearly migration over the prairies are now broad lands of golden grain. More and more land is being taken up by the wheat farmers, who now grow wheat, especially in Alberta, much farther north than was formerly thought possible. On these northern wheat-lands, the great length of day amply compensates for the shorter summer, and the long hours of con-

tinuous sunlight ripen the grain more quickly. In Alberta, too, and Saskatchewan, the warm Chinook winds come down from the west, licking up the winter snow as if by magic, and giving the farmers the chance of early spring sowing.

How Wheat goes to Market

It is one thing to grow wheat and quite a different thing to market it. Were it not for the amazing network of railways serving the prairie lands and the wonderful organisation that permits growers to despatch, store and export their crops, the business of wheat-growing on this gigantic scale would be an unprofitable one.

Co-operation among the farmers has led to the creation of what are known as wheat "pools"—the collection and storage of the grain at one or two great central points which are most convenient for storage and for transport to tide-water. The threshed grain

is stored in giant buildings called elevators, some of which can hold as much as six millions of bushels.

Smaller elevators are set up at central points on the railroads all over the grain-lands; and it is to these that farmers bring their harvest by wagon and lorry. From these the grain is sent to monster elevators, at Winnipeg for example, whence a comparatively short haul by railroad delivers it to other great elevators at Port Arthur and Fort William at the head of Lake Superior, whence the wheat can be loaded into specially constructed lake-steamers for transport as required, to the ocean ports of Montreal, the world's greatest grain port, and New York. In the summer months, grain also goes

from Winnipeg to the Hudson Bay port of Churchill which provides the shortest sea link between Britain and the prairies.

Grain Export

More and more grain nowadays is being sent westwards to the Pacific ports, instead of eastward. The Alberta wheat "pool" has constructed giant elevators at Prince Rupert, one of the Pacific terminals of the Canadian National Railways; there are others, too, at Vancouver, which is the Pacific terminal of both the Canadian Pacific and the Canadian National. From these ports grain is shipped to Britain and Western Europe by way of the Panama Canal—a long sea voyage of



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TOWERING GRAIN ELEVATORS NEAR SASKATOON

These are among the largest grain elevators in the world. Many such elevators have been built along the railways in the prairie country to hold the grain until it is taken to such centres as Winnipeg, Edmonton, and Calgary, whence it goes to ports on Lake Superior or direct to the shipping ports.

six weeks or so, it is true, but cheaper in the long run, because of the shorter railroad haul to the sea, and because of the fewer changes from land transport to water transport by the western route.

The Wheat Pool

Grain going east from the Winnipeg "pool" must change from rail to lake steamer at Lake Superior, and very often from lake steamer to rail again at Georgian Bay on Lake Huron, and from rail to ocean steamer at Montreal. All these changes add to the cost of transport and greatly increase the price at which the wheat can be sold. The sum paid to the farmer for his wheat is usually less than half the price charged for it when it is exported from Montreal to Liverpool.

The wheat "pool" has other advantages than those we have already mentioned. First of all, the wheat can be held back in the big elevators until the price is good enough for it to be released, and secondly, the "pool" arranges for the farmer to receive his money in three parts if he chooses: one on receipt of the grain, one when he sows his spring crop, and the third to help pay for harvesting it. This means that farmers need not borrow money to keep themselves going nor be practically a year behind with their profits.

Queen City of the Prairies

The transport of grain on the Great Lakes is carried on in specially built lake freighters, with engine rooms at their sterns and navigating bridges and living quarters at their bows, all the rest being cargo space. The need for many of these freighters is easily seen when we read in some recent Canadian official records that 380,000,000 bushels of grain had to be shipped from Port William and Port Arthur during the season. This partly explains why Ontario and Quebec,



GRAIN FROM THE GOLDEN PLAINS

Much of Canada's great wheat harvest is exported. Here we see grain being tested for quality on arrival at Winnipeg.

both inland provinces of the Dominion have so many thousands of tons of shipping on their registers.

The great centre of all this business is Winnipeg, the "Queen City" of the prairies, which has grown from a small prairie town of wooden shacks to a splendid city with fine buildings and all the requirements of civilisation in a remarkably short time, and is still growing fast. It is often called the "Keystone of Canada," because all traffic across Canada east and west must pass through this central point. A glance at the map of Canada reveals the reason.

First of all, it is almost midway between the Atlantic and Pacific Oceans, second, it is in the "bottle-neck" between Lake Winnipeg and the international border, at the confluence of the Red River and the Assiniboine River, forty miles south of the lake and sixty miles from the boundary between Canada and the

United States. And to this "bottle-neck," commanded by Winnipeg, traffic must converge, the C.P.R., the C.N.R., the Midland Railway of Manitoba and the Northern Pacific of the U.S.A. all meet there. The Winnipeg railway sidings are astonishingly large, to accommodate the huge movements of grain, cattle and other products from the west, and of manufactured foods from the east. Winnipeg has flour-mills, meat-packing, clothing, food products and sheet metal industries; and with its suburbs a population which, in 1943, was over 225,000.

Other Prairie Cities

Other prairie cities are much smaller, but are fast growing, as more and more lands are brought under yield.

Calgary, the centre of the stock-raising and agricultural region of Southern Alberta, has important oil wells nearby, and the town has 150 different industries. Both C.P.R. and C.N.R. serve the area. Another large town is *Edmonton*, the capital of Alberta, near good coal, on the N. Saskatchewan, and the gateway to the famous Peace River country to the north, now being rapidly settled and developed. Oil wells have been bored at Wainwright, 100 miles from the city, and at Turner Valley.

The E.P. ranch once owned by H.R.H. the Duke of Windsor, is in the neighbourhood, and has oil wells near it; it probably has oil beneath it too. Natural gas (50,000,000 cubic feet daily) is brought in pipes to the city from the



A CATTLE ROUND-UP

National Film Board

This is a common enough scene in spring time in Western Canada, the home of Canada's cattle, sheep, and horse ranches. Most ranches lie along the eastern foothills of the Rockies where there is less rainfall than on the wheat prairies.



APPLE PICKING IN NOVA SCOTIA

National Film Board.

The Annapolis-Cornwallis region of Nova Scotia contains the largest apple orchard acreage in the British Commonwealth and has been called "the apple barrel of eastern Canada". Most of Nova Scotia's average annual crop of over 2 million barrels comes to British markets.

oil regions. Both C.P.R. and C.N.R. serve Edmonton; the city has the first municipal aerodrome constructed in Canada, and its industries include engineering, meat-packing, flour-milling, coal-mining, timber-working and butter and cheese-making. It is a great fur-trading centre for the north-west.

Farming in Eastern Canada is rather different from farming on the prairies. Wheat-growing and mixed farming are the chief businesses in the prairie provinces; but in the east dairy-farming, stock-breeding and fruit-growing are the most important branches of the farming industry. The fruit and dairy farms of Eastern Canada lie in the St. Lawrence valley and in the peninsula formed by lakes Huron, Erie, and Ontario. Dairy produce and bacon are the main products, and large crops of hay and oats are grown to feed the cattle and pigs from which these products come. Fruit crops are mainly apples, pears, cherries, and plums: and in the Niagara peninsula the climate

is warm enough for choice grapes and peaches to be grown.

But other parts of Canada yield this kind of farm produce. The apple orchards of Annapolis Valley, Nova Scotia, are far more important than those of the St. Lawrence valley, as are the fruit valleys of British Columbia where apricots and peaches are grown as well as the more usual fruits.

Canada's Great Cities

Conditions in the east are different from those of the western prairies. The climate is different, and the soil is different too. The needs of the east for farm produce are greater than those of the west, for the valley of the St. Lawrence and the Lake Peninsula of Ontario has the densest population in the Dominion; all Canada's great cities, except two, are there, and Canada's biggest manufacturing industries have their homes there. It is more profitable from the point of view of the ready market in this populous

GRAIN LOADING



Saturday Night

Haystack run is a kind of wheat elevator whence it goes by rail or special lake steamer to ports in British Columbia, Eastern Canada, and Hudson Bay. As the picture shows, lake steamers come right along side the elevators at such places as Fort William and Port Arthur, and load cargoes for Buffalo, New York, and Montreal.

region of the Dominion for farmers to go in for dairy-farming, poultry-rearing, raising stock for meat, and fruit-growing, and it is fortunate that the moister climate favours these businesses to a far greater extent than the drier climate of the prairies

Across the St. Lawrence

A glance at the map will show the marked difference between the east and west of the Dominion. Nearest to Britain comes Newfoundland. Then, in Canada proper, we see the huge Province of Quebec, bounded on the north-east by Labrador. This vast tract has the sea on three sides, for Quebec's western extremity is bounded by Hudson Bay. South of Quebec, across the St. Lawrence, are New Brunswick and Nova Scotia, whilst the section containing Ottawa comes between the frontier of the United States of America and the Great Lakes.

The prairie wheatbelt is therefore mainly in the centre of the continent. Here it has a purely inland climate, unaffected by the sea summer or winter. To the south of Alberta, Saskatchewan and Manitoba is the boundary of the U.S.A., with the Missouri River not far away.

The prairie climate is one of extremes, with hot summers and very cold winters. The rain of late spring and early summer helps along the wheat which ripens in the dry summer months that

last over the autumn harvest period.

Scientists have helped the prairie farmers by developing special "breeds" of wheat which are ideally suited to the soil and climate of the prairies, and which stand up well to the diseases and pests which sometimes attack wheat. No less interesting, in recent years, is the extension of the wheat belt in such areas as the Peace River country of Alberta where there are the most northern wheatlands of the Dominion. Here, clear skies and longer hours of daylight enable the wheat to grow well and ripen quickly.



National Film Board

TO THE MEMORY OF FRENCH PIONEERS

The Evam Line Monument and Church at Grand Lac recall the days when Nova Scotia was called Acadia. The tragic expulsion of the first settlers by the British in 1755 is told in Longfellow's poem *Evam Line*. The bronze figure shown in the picture is the work of a direct descendant of one of the pioneer families.

THE BUSIEST PARTS OF CANADA



Canadian National Railways

MONTREAL, CANADA'S LARGEST CITY

Of Canada's cities the largest is Montreal with a population of over one million people. Here is a view of the city, which contains the Cathedral of St. James and the McGill University, and is itself a vast seaport. The aeroplane is the express between Montreal and points west of Vancouver flying on one of the Trans-Canada Air Lines.

THREE-FIFTHS of Canada's population live in Ontario and Quebec, and the greater number of these dwell in the lowland of the St. Lawrence, where all Canada's cities of over 100,000 people are situated, except two, and where we find the only cities with populations of more than half a million—Montreal and Toronto.

Canada's Largest City

Montreal is the largest city in Canada, with a population (including its suburbs) of more than a million people. It is at the head of ocean navigation on the St. Lawrence, and is therefore a great seaport, with routes converging in it from the Lakes and the Canadian west, and from New York and the busiest regions of the north-eastern United States. It has abundant hydro-electric power from the Lachine Rapids

close by, and can therefore carry on a large variety of manufactures independently of coal. Nearly 2,000 factories of various kinds have been erected in the city or in its immediate neighbourhood.

It is amazing to think that this vast business metropolis of the Dominion has grown up from the tiny settlement founded on the island of Mont Real in 1642 by the Sieur de Maisonneuve. You can see his statue to-day in the old Place d'Armes in the heart of the city. The French element still predominates; newspapers in French are as common as those in English, and four out of every five inhabitants can speak French.

Montreal's great cathedral of St. James is a reproduction on a smaller scale of St. Peter's, Rome. Near Mount Royal Park, on the lower and eastern slope, is the famous McGill University.

The French University of Laval is in the French quarter of the city.

Canada's two great railway systems have monster stations there; the bigger is the C.N.R. New Central Terminal, Dorchester Street, which was opened in July, 1943. Montreal has thirty miles of water-front, with dock and wharfage accommodation for vessels up to 25,000 tons; a huge network of rail connections; and giant grain elevators (some capable of storing nearly 3,000,000 bushels), which can handle a million bushels of wheat a day.

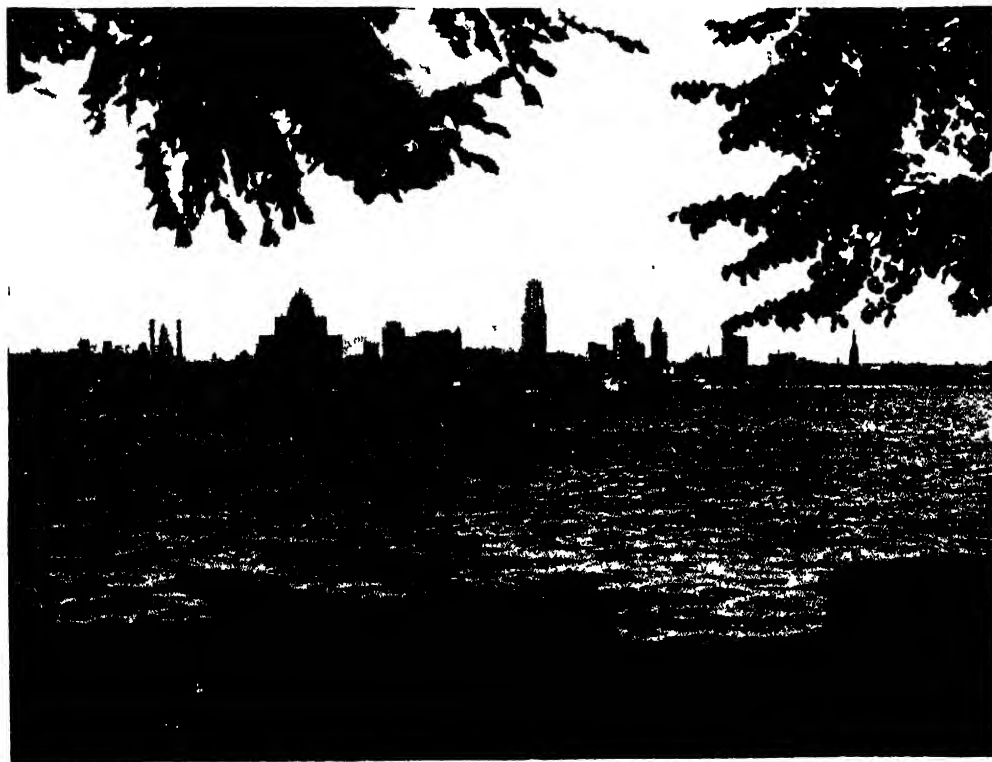
The great disadvantage from which the port suffers is that it is closed by ice from November till March.

The St. Lawrence river, on which Montreal stands, and the Great Lakes provide a water highway nearly two

thousand miles long. At places along its course, the river has wild rapids and these have been avoided by building such canals as the famous Lachine Canal, on which work began as long ago as 1700: the Welland Ship Canal, which bypasses the Niagara Falls; and the Rideau Canal. From Lake Erie, the Erie Canal runs, via Buffalo, to Albany on the Hudson river, and so to New York. On these great inland waterways, you will see shipping of all kinds, including "lake carriers," a special sort of craft for transporting bulk cargoes across the lake waters.

Toronto

Toronto the capital of Ontario, bids fair to outstrip Montreal; if and when the St. Lawrence is rendered navigable



Canadian National Railways.

TORONTO SKYLINE

Toronto, the capital of Ontario, may owe its name to D'Arontal, an Indian chief of the days of Champlain. In little over a hundred and fifty years it has developed into the fine modern city that you see here. The lofty, tower-like building in the centre of the picture is the Canadian Bank of Commerce which has been called "the highest building in the British Commonwealth."

WHERE CANADA'S PARLIAMENT MEETS

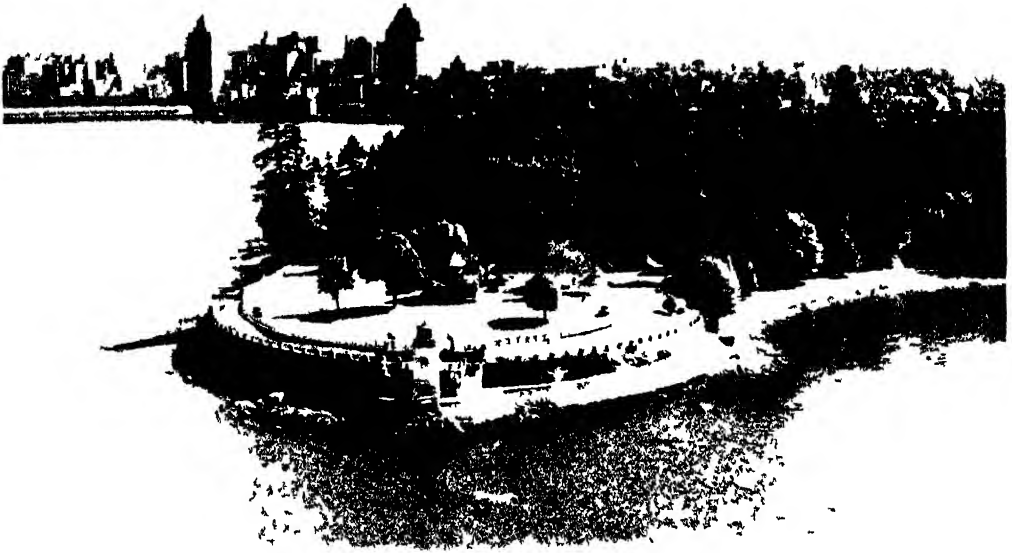


Ottawa is the capital of Canada and stands on the river of the same name, which is of Indian origin. This picture shows the imposing Parliament Buildings, which occupy a lofty bluff overlooking the river. The tower is called the "Tower of Peace" and is a memorial to the 60,000 Canadian soldiers who gave their lives in the war of 1914-18.



Canada in winter is much colder than Britain, but the cold is a dry cold and not the damp chill that we usually experience. The frost and snow, too, provide unequalled winter sports, and this picture shows the Park Slide at Mount Royal, Montreal, over which four lines of toboggans rush at top speed.

VANCOUVER AND NIAGARA



Vancouver is the commercial centre of British Columbia and Canada's Pacific Northwest. It has a fine harbour and is the western terminus of the Canadian Pacific and Canadian National railways, the northern terminus of two U.S.A. railways. In addition there is a large airport with daily service to all chief cities of North America. On the English side of the Fraser is Stanley Park.



Central Ex.

Many thousands of tourists visit each year the famous Falls at Niagara. In actual volume they are the greatest falls in the world. As seen in this picture there are two distinct waterfalls side by side, the American Fall and the Horseshoe Fall, on the Canadian side. It has been estimated that the water coming over the Horseshoe Fall is at least 20 feet in the kness.

IN CANADA'S NATIONAL PARKS



These canoeists on Vermillion Lake, Banff National Park, Alberta, get a fine view of Mount Rundle, whose strange slab-like structure was brought about by a great shifting of the earth's surface about 60 million years ago.



Photos : National Film Board.

This is the Athabaska Glacier seen from Icefields Highway, Jasper National Park, Alberta. A million years ago western Canada was covered by an ice mass whose traces can be seen to-day in the famous Columbia Icefield, of which Athabaska Glacier is one of the main flows. Athabaska is an Indian word meaning "where there are reeds."

THE ALUMINIUM INDUSTRY



National Film Board

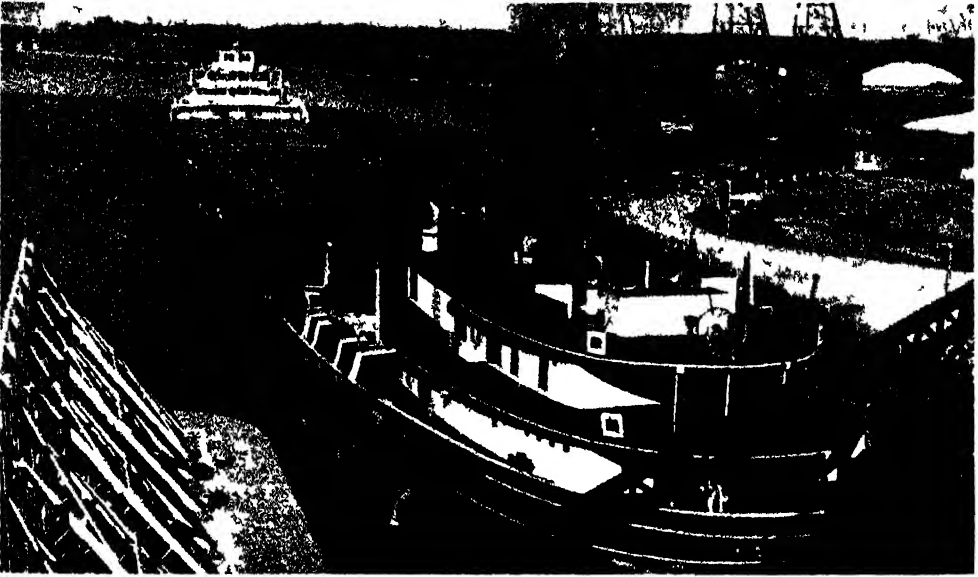
Arvida, Quebec, is the home of the Aluminium Company of Canada and produces enough aluminium to supply the whole British Commonwealth and nearly 50 per cent. of United States needs as well. Here we see bauxite from British Guiana being reclaimed.



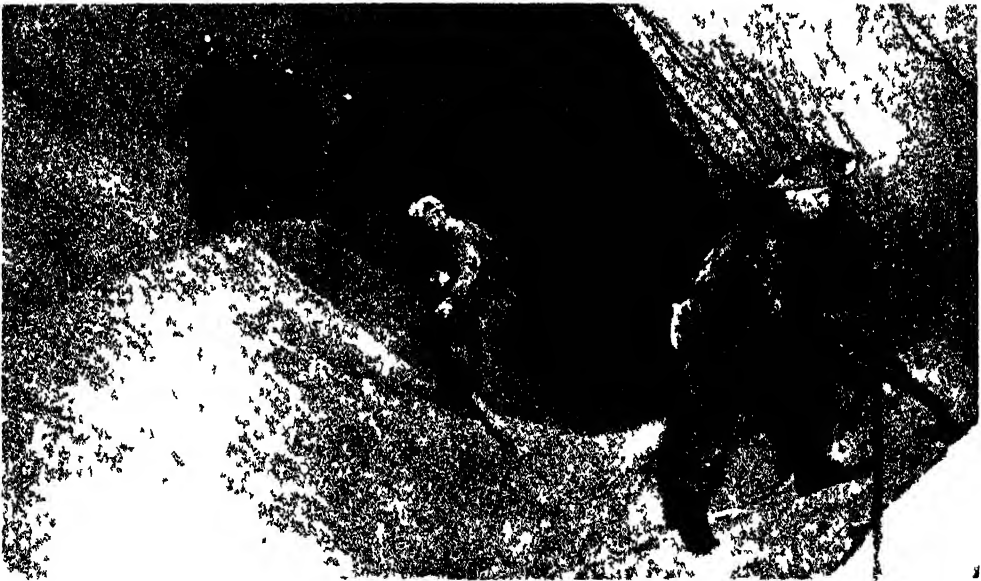
Canadian Pacific Air Lines

The power stations of the great Shipshaw Dam on the Saguenay River produce hydro electric power for the largest aluminium plant in the British Commonwealth. This aerial view shows the No. 2 Powerhouse which contains 12 generators.

ON THE GREAT LAKES



This picture shows the type of craft you will see on the Great Lakes. The ship pictured is the *Wm. Welland*, the queen of the Great Lakes fleet, here shown going through one of the locks of the Welland Canal. The Canal linking Lakes Ontario and Erie is one of the great engineering feats of the kind and took 17 years to build.



THE NEW ALLIANCE

These miners are working on the biggest salt deposits in the British Commonwealth—those of the Malagaash Salt Mine, Nova Scotia. They shovel the salt into a tunnel whence a scraper will drag and collect it to be dumped. The Malagaash salt deposits are 10 miles long and 400 ft. wide and are thought to be 27 million years old.

THE SECRET OF PORT RADIUM



For a long time activity at Fort Radium on Great Bear Lake near the Arctic Circle was on the Top Secret list for it was concerned with the making of that terrible weapon the atomic bomb. Here 225 people worked the Eldorado Mine to produce the pitchblende from which the vital uranium component of the bomb was obtained.



Picture taken from

Ice most in Canada's scenic wonders and famed holiday centres are the National Parks in the Rockies where mountains, glaciers, wild life and luxury hotels abound. This picture shows part of the golf course at Jasper Park Lodge which is evidently as popular with the bears as it is with the visitors.

to ocean liners between Montreal and Lake Ontario, as has been proposed, Toronto is bound in time to usurp Montreal's position as Canada's leading port, and to grow proportionately in population and importance.

In its business quarter, Toronto's skyscraper buildings remind one somewhat of New York; and, seen from a high viewpoint, its principal thoroughfare, Yonge Street, looks like a road ribbon at the bottom of a deep canyon of masonry. Its fine harbour on the lake is protected by a low sandy island, where people amuse themselves much as New Yorkers do on Coney Island. Power from Niagara has made Toronto one of Canada's leading manufacturing centres.

Niagara Falls

A favourite excursion from Toronto is, of course, to the famous *Falls* themselves.

They occur where the whole of the Niagara River plunges headlong over a great ledge of limestone into the pool

below, to gather speed rapidly as it enters the Niagara gorge, through which it foams and leaps and boils in raging whirlpools. By the time the flood has reached Queenston it has calmed down, and makes exit to Lake Ontario with a quiet that strangely belies its mad energy a few miles up-stream.

Ages ago, geologists tell us, the Falls were seven miles or so down-stream, but since that time they have gradually cut their way back—a process that is still going on. What will happen when they have receded to Lake Erie no man can tell; it is not likely to concern the present generation, at any rate!

The Falls are divided by Goat Island into the Canadian or Horseshoe Fall (158 feet high, 3,100 feet wide), and the American Fall (167 feet high, 1,080 feet wide). You can go to the foot of the Falls in a tiny steamer and view the great rushing torrent at close quarters; you can even pass behind the American Fall, clad in oilskins; and led by a

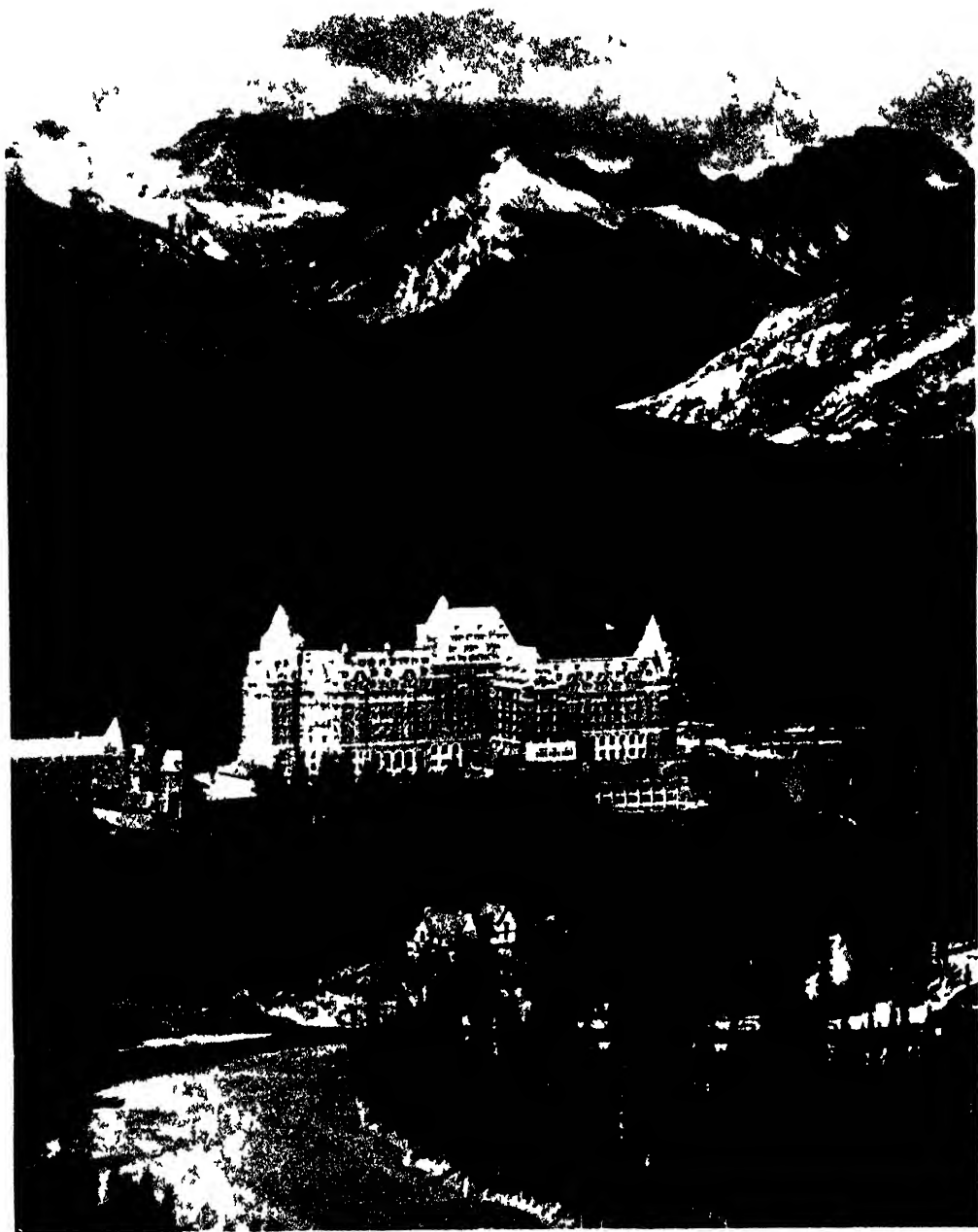


National Film Board.

CANADA'S TRADITIONAL OIL CENTRE

Oil is among the natural resources of the Dominion of Canada, and in recent years there has been great activity in prospecting and opening up new fields such as Vermilion and Taber. Our picture shows the older centre of the Canadian oil industry—Turner Valley, Alberta—and the "scrubbing" plant where sulphur is removed from petrol. Canada is rapidly developing her oilfields.

THE MAJESTIC BEAUTY OF BANFF



Canadian Press

Some of the most magnificent scenery in the world is to be found in Canada's National Parks in the Rockies. This picture shows the Banff Springs Hotel where King George VI and Queen Elizabeth stayed during their tour of the Dominion in 1939. Behind lies the grandeur of the mountains while round the hotel cluster the feathery topped trees of the Bow River Valley. Equally famous is the Jasper National Park north of Banff whose 11,000 square miles make it the largest national park in the world. Wild life in these parks—deer, bears, mountain goats and sheep—is protected.



Aluminium Company of Canada.

AN ALL-ALUMINIUM HIGHWAY BRIDGE

Britain had the first all-aluminium bascule bridge connecting two docks at Sunderland, but the first all-aluminium highway bridge, 504 feet in length, was opened in Canada in 1950. It spans the Saguenay River at Arvida, Quebec. In the background can be seen one of the power houses of the Shipshaw hydro-electric plant which supplies current to the works of the Aluminium Company of Canada.

guide through the onslaught of wind and spray, amid the noise of thundering waters, you may dare to open your frightened eyes to see the fall rushing in sheets of light and darkness in a great curve that seems within reach of your outstretched hands.

The rapids in the Niagara Gorge are even more terrifying than the Falls themselves. The falls are liquid moving translucent Majesty; the whirlpools in the gorge are howling demoniac Force that threatens.

No wonder Niagara is a sort of Mecca for the tourists of all the globe. Hundreds of thousands visit it every year; for despite the great power-houses built to steal some of the energy of the rushing river, there has been no visible diminution in its resistless flood, and no detraction from the marvellous beauty of the Falls—unless you cannot shut your eyes to the hotels, the trams, and the establishments and activities of those who cater for tourists who must

have amusements, and souvenirs, and picture postcards and other things to make them really happy!

Two other famous Canadian beauty spots are Rocky Mountains Park and the Jasper National Park, which contain some of the finest Rocky Mountain scenery. Jasper National Park is "one third the size of Switzerland and is the greatest game sanctuary in the world." Visitors to the Jasper Park make a point of seeing Mount Robson, highest peak in the Rockies, and the vast Columbia icefield.

Ottawa, the Dominion Capital

Ottawa is the beautiful capital of the Dominion on the Ottawa River, opposite the busy lumber and pulp-mills of Hull, which, like its regal sister across the river, derives power, light and heat from the Chaudière Falls. Its fine Parliament Buildings and Government Offices stand on a high bluff overlooking the river. Its wide

and shady streets, and its lovely houses with fine lawns and beautiful gardens, make Ottawa a city of wonderful homes.

There are other cities, too, in this busy region of the lower Lakes and the St. Lawrence. There is *Hamilton*, west of Toronto, with its great steel and iron works, its chewing gum and confectionery businesses, and the famous works that send out vacuum cleaners to eat up the dust of a million homes in Europe and America. There is *Trois Rivières* (Three Rivers) on the St. Lawrence about half-way between Quebec and Montreal that draws its power from the great Shawinigan Falls on the St. Maurice River and runs one of the biggest paper and pulp plants in the Dominion, as well as cotton factories and shoe factories.

Canada To-day

The Canada of to-day is a very different

Canada from that of even twenty or thirty years ago. She no longer imports most of her manufactured goods from Britain and other lands; she has become a manufacturer herself, and is beginning to penetrate into the markets of the world in competition with those very countries to which she formerly looked for manufactured goods.

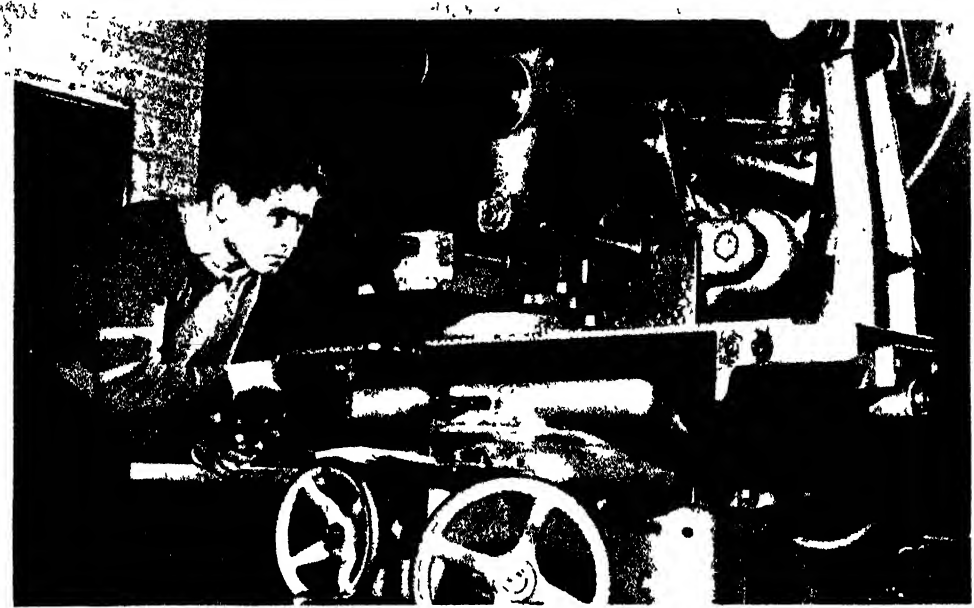
Canada's busiest industrial region is far from her sources of coal in Nova Scotia, the Rockies, and British Columbia. But coal is imported from the United States across the lakes, and Canada has, in addition, "white coal" from such hydro-electric plants as Niagara, Shawinigan Falls, and Gati-neau River. "White coal" from the Shipshaw Power station on the Saguenay is used at the nearby works at Arvida of the Aluminum Company of Canada, the largest in the British Commonwealth.



Canadian National Rail

WHERE THE SCHOOL COMES TO THE CHILDREN

Travelling schools, like the one shown above, provide thoroughly modern education for boys and girls in the scattered communities of Northern Ontario. School cars travel in circuits spending about a week with each group of children - and leaving behind enough homework to keep everyone busy until the next visit.



LEARNING HIS TRADE

This student at an Ottawa technical school is learning a useful trade for civilian life or a career in one of the services. Canada's modern schools and colleges give expert cultural, scientific, and technical instruction, building first class citizens of the future.

One of the directions in which Canada has forged ahead in recent years is in the manufacture of iron and steel. This has led on to shipbuilding, and the Dominion has come in a very short space of time to hold a prominent position in this field of industry, having more than a score of major shipyards of her own.

In addition to the ships, Canada can make all the great array of fittings needed for ocean-going vessels. In Vancouver, for example, there is quite a unique plant and the only one of its kind within the Commonwealth which turns out massive anchor chains each of them weighing 50,000 lbs. and being almost a quarter of a mile in length. These chains are forged on mass production lines, operatives welding links with the latest electric appliances as the chains pass in front of them on an endless band.

Canada also makes her own textiles, machinery, aeroplanes, cars, and leather

goods, as well as food and timber products, metal goods and other manufactures.

Canada now has rich oilfields—in Alberta, in the Turner Valley; on the lower Mackenzie, in the Far North; and in Prince Edward Island and elsewhere, where she is establishing new wells. She has impressive mineral wealth—in Ontario, where gold is mined at such centres as Porcupine and Kirkland; at Cobalt (silver and cobalt); Sudbury (nickel and copper); and at the western end of Lake Superior where iron ore is mined. Gold, silver, copper, lead and zinc, are products of British Columbian mines at such places as Rossland, Copper Mountain, and Kimberley. Fabulously rich deposits of asbestos are located at Quebec.

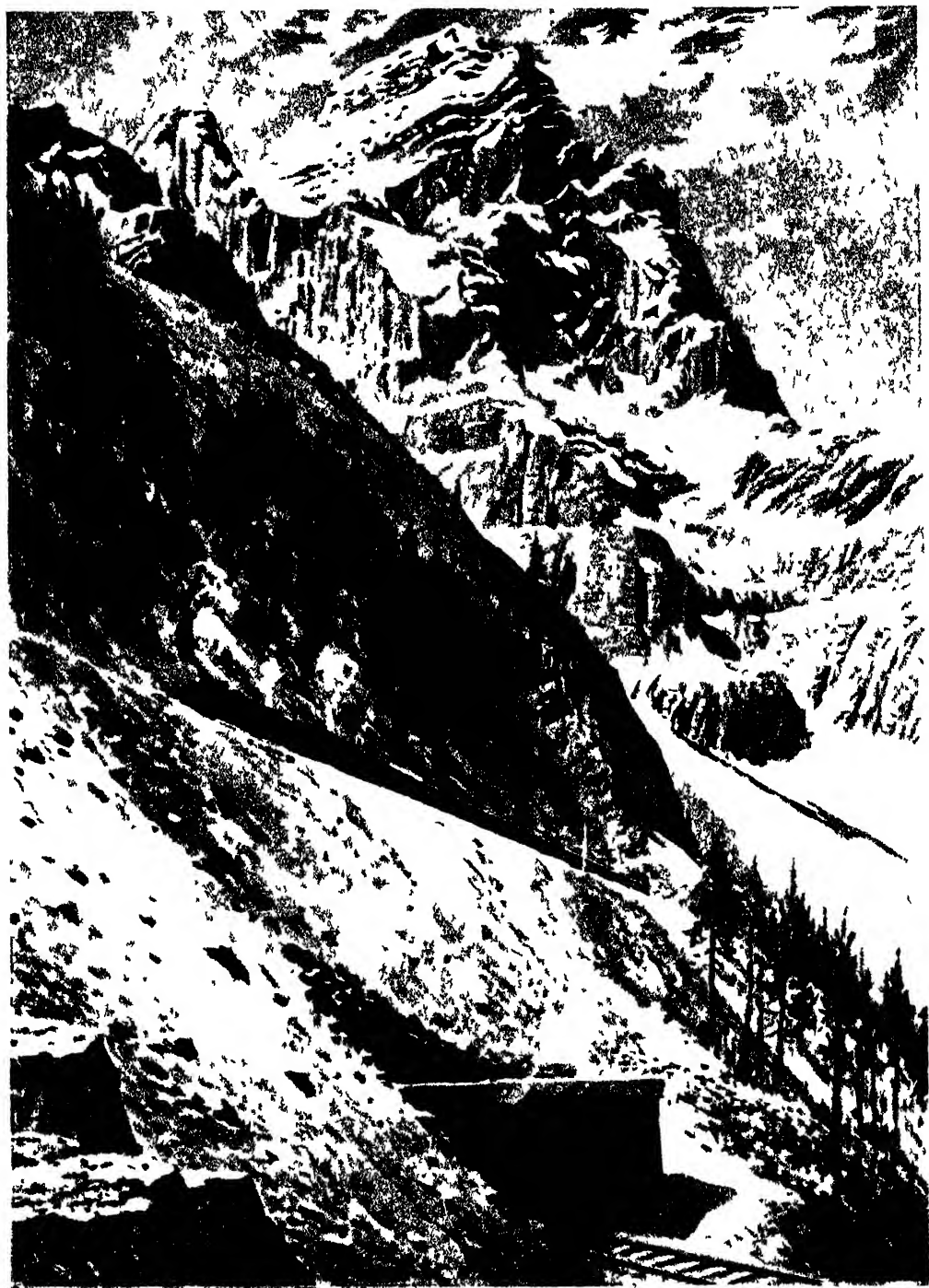
The Alcan Highway

Edmonton, the capital of Alberta and a vital centre in the network of Canada's railways has a new importance because



IN CANADA'S GREATEST NATIONAL PARK

Canada is justly proud of her National Parks, and the Jasper National Park in Alberta is the biggest of them all. It covers an area of 4,000 square miles in the wide spine of the Canadian Rockies, with the lofty peaks of the Canadian Rockies in the background. In this vast open space the holiday maker finds all the diversions he desires. This picture of the scenery in Jasper National Park shows Mount Edith Cavell, 11,033 feet high, named in memory of the famous British nurse. A motor highway runs past the foot of the great Angel Glacier, and below the "Three Lakes" the Lake of Forgiveness.



(111111)

THE SPIRAL TUNNELS ON THE CANADIAN PACIFIC RAILWAY

On the summit of the mountain in the picture, the track on the Canadian Pacific Railway is at its highest point. It is a spiral of steel and stone, and the picture was taken from the top of the mountain. The railway built up a road to the summit of the mountain. When the train comes to the top, it is at the end of the line. The train is at the end of the line, and the train is at the end of the line.

it is a terminus for what has been sometimes called the Burma Road of North America.

From Nome on the Bering Strait to Fairbanks and on to Edmonton by way of the Alaskan boundary, White Horse, Watson Lake, Fort Nelson, Fort St. John and Dawson Creek that, broadly, is the course of the Alcan Highway which serves as a great motor road, besides marking the course of a vital air route, 1,500 miles from end to end, linking the U.S.A. directly with its own outpost colony.

For the most part the new road passes through totally undeveloped regions in the very coldest part of Canada and was undertaken to provide a military through route during war—but its peacetime possibilities are incalculable. At one point it climbs the Rockies 6,000 feet above sea level and it is no surprise that the cost is quoted at £10,000,000.

Actually, the highway creates an invaluable artery in North America's scheme of defence, and the road was cut through a wilderness of bushland by a huge force of United States soldiers, the work being undertaken in agreement with the Canadian Government.

This new road was opened for through traffic just eight months after construction began and many months ahead of the schedule arranged beforehand. Quite apart from military considerations, it has opened up vast areas for motoring, hunting, fishing and tourist traffic and forms a new North-West Passage to the east. As we have seen, it marches as far as the Bering Strait and possesses a chain of aerodromes all the way. The road has a standard width of 24 feet, and, where it crosses swamps is laid upon tree trunks which have 3 feet of earth pressed solidly on top of them.



(Continued from page 196)

AT AN AIRFIELD ON THE ALASKAN HIGHWAY

Sometimes referred to as the Burma Road of North America, the Alaskan Highway has airfields along its course. Here is a twin engine transport plane shunted down against the Arctic weather whilst hot air is pumped up from below to prepare the machine for its journey.



DOING THE WORK OF MANY MEN

WILLIAMS

The appliance illustrated above is known as a "carry all" and its purpose is to move earth in enormous quantities for the cutting of the Alcan Highway. This wonderful road which at one point crosses the Rockies at 6,000 feet was completed several months under schedule because every ingenious contrivance known to man could be brought into use.

Crossways of the Air

Canada is a crossways for many of the aerial services of the world. It is situated centrally between east and west and is on the All-Red route from Great Britain to the Pacific. Further, parts of Canada sit almost on the top of the world and it is obviously a shorter journey to fly high across Polar regions between say Russia and the U.S.A. than to make the aerial voyage round the earth where its circumference is considerably greater.

Already there is a valuable air base at Goose Bay, near the Hamilton Inlet in Labrador, and the Dominion is a key to the airways of the universe when vast distances will be covered in a few hours as commonplace routine, quite apart from its trans-Canada routes and

the international routes for air mail. Neither deep water nor the rigours of the Pole will affect the efforts of man to fly by the nearest way from point to point much as does the proverbial crow.

But in the field of aviation, the most revolutionary developments have taken place—as we have already seen—in the opening up of the Canadian North-West, where air travel has done more than anything else to "discover" hitherto desolate and difficult regions of country. To-day, Canadian Pacific Air Lines serving the Far North and the North-West link up with such great world services as T.C.A. (Trans-Canada Air Lines), which not only operates from Pacific to Atlantic, but has trans-Atlantic services to airports in the British Isles.

The Story
of the
World and
its Peoples



Countries
of the British
Commonwealth
of Nations



THE FEDERAL PARLIAMENT HOUSE, CANBERRA

Canberra, the capital of the Commonwealth of Australia, stands in its own Federal Capital Territory. The capital city has been carefully planned so that there shall be nothing to spoil its beauty. When finished, it will be one of the most imposing capital cities in the world. The Federal Parliament House was opened by King George VI when Duke of York.

AUSTRALIA, THE ISLAND CONTINENT

TO see the Australian Commonwealth to-day, with its great cities, its rich rolling farmlands, and its important manufacturing and industrial centres, makes it hard to realise that this vast continent "down under" was little more than an unknown wilderness just over 150 years ago.

Terra Australis Incognita, the Unknown Land of the South, was a vision that haunted the explorers and map-makers of the western world for two thousand years before it became a reality. Marco Polo, who travelled to China in the later years of the thirteenth century, returned with tales of a vast southern land that was supposed to exist in this remotest part of the world.

But few medieval sailors wished to attempt its discovery. The great southern continent might be there, they argued, but to reach it one would have to cross uncharted seas where ferocious monsters, terrible birds of gigantic size, and fierce giants waited to destroy anyone who came that way, and even if one escaped these terrors, there were still the great lakes of fire which were thought to separate this mysterious southern continent from the rest of the world.

The first definite record of Australia seems to have been set down on an old map of 1489 which can still be seen at the British Museum. On this early map Australia is shown as an odd shoulder of land appearing mysteri-

ously out of nowhere and vanishing again. Another map, dated 1536, shows part of the northern coast of the continent under the name Java la Grande.

It is impossible to say who first discovered Australia. Frenchmen, Dutchmen, and Spaniards all voyaged that way. In 1605, a Spanish explorer, outward bound from Peru, sailed through the Straits that to this day bear his name - Torres Straits -- between Australia and New Guinea; and in the same year, the *Duyfken*, (Little Dove), a small Dutch ship which had sailed round the Cape of Good Hope, landed a party of her crew on the northern coast, taking them off again and making a speedy departure because of the "wild, cruel, black savages." The Dutch already had rich colonies in the East Indies, where a Dutch Governor, Pieter Carpenter, ruled for the prosperous Dutch East

India Company. It was in his honour that Dutch explorers of the northern shores of Australia named the Gulf of Carpentaria.

The Early Colonists

The Dutch worked along the northern and western shores, often giving their names to places that they discovered. In the State Museum at Amsterdam there is a tin plate on which a Dutch explorer, Dirck Hartog, cut a record of his visit in 1616 to what is now Shark Bay. Dirck Hartog nailed his plate to a tree trunk there, where it remained for eighty years before another Dutch captain brought it back to Holland. The old sailor himself is remembered on the map, for there is to day a Dirck Hartog Island at Shark Bay.

More important were the voyages of another Dutch navigator, Abel Janszoon Tasman, who charted most of the south coast, named the great new



Agent General New South Wales

THE COASTAL GRANDEUR OF NEW SOUTH WALES

Sheltered by tree clad heights, these lovely inlets where the surf scethes across the golden sands contribute to the beautiful scenery of the south coast of New South Wales. Here man has handled the untamed beauty of his island continent with understanding and gentleness, preserving the scenic wonders midst which he has built his home.

IN CUMBERLAND VALLEY, VICTORIA



PLATE 11

These forest giants are some of Australia's tallest trees. They are White Mountain Ash trees growing on Victoria Forests Commission land in the Cumberland Valley. Although on an average only 134 feet in girth, most of the trees are more than 60 feet high, and the tallest actually tops 300 feet. They are described by the Forests Commission as "the tallest trees in the Southern Hemisphere and the tallest hardwood species in the world." Jarrah and kauri are the most famous of the Australian hardwoods, and kauri wood is sometimes used for paving streets.

continent "New Holland," and founded "Van Diemen's Land" in honour of his patron, Anthony van Diemen, Governor of the Dutch Indies. In later years this land was renamed Tasmania in memory of its discoverer.

The Dutch attempted to colonise Northern Australia, but failed. All that remains of their efforts are the Dutch names on the map and the descendants of the water buffalo which the Dutch introduced from Java. These now roam in large herds and are shot for their hides by hunters. Both Spaniards and Dutch saw the most uninviting coastlands of the island con-

continent—either mangrove swamp backed by tropical forests in the north, or dry and thirsty country in the west—except for Tasmania, which was far away.

The first Englishman to give a detailed account of those parts of Australia that he saw was William Dampier, a man of many talents. He was scholar, planter, explorer, and buccaneer; and he made two voyages to Australia which he called "the most barren spot on the face of the earth." It was left for another Englishman to discover, explore, and chart the East Coast of Australia and to see the best of the continent. This man was

Captain James Cook, the greatest navigator-explorer the world has ever seen, whose story you can read elsewhere in these volumes. Cook's report was much more favourable than the one Dampier had made nearly a century earlier. The story of his voyages and the account he gave of his discoveries roused interest in Australia as a place for colonisation, and in 1788, the first thousand British settlers, under Captain Arthur Phillip, landed to found the township of Sydney on the shores of one of the greatest natural harbours in the world. But Phillip's settlers were not emigrants of high hope and enterprise such as had founded other British colonies. Seven hundred of them were so-called "convicts" who had been sentenced by English courts to long terms of transportation.



Sunday Times

PRIMITIVE YOUTH AND MODERN PROGRESS

These aboriginal boys belong to one of the world's most primitive human groups. There are some 47,000 Aborigines in Australia and these three boys were playing at "warriors" near an "ort-back" airfield in Central Australia when the fortnightly mail plane landed. This photograph by Douglas Glass shows the youthful "black fellows" gazing in wonder but no longer with fear at this example of modern civilisation.

Convict is an unpleasant word suggesting all sorts of terrible crimes, but by far the greater number of the felons who were sent to Australia over the next eighty years were no more than unhappy victims of the savage laws by which Britain was then governed.

Captain Phillip's Work

There were starving men who had stolen loaves of bread, simple country folk who had done no greater wrong than poach a rich man's pheasants, and mere boys who had been tempted by a pair of boots. The convicts, too, were later more than outnumbered by the multitudes of free settlers and in 1867, when the last convict cargo was landed in Australia, the population was 1½ million of which only a small percentage were felons, for only 160,000 in all had been transported. Today, barely one per cent of Australia's population can be traced back to the early convict settlements, the remaining ninety-nine per cent. are descended from true pioneer stock which has built, from the wilderness and the early colonies, the great nation that is a Commonwealth within the Commonwealth.

Captain Arthur Phillip, the first Governor of New South Wales—for that is all Australia was in the early years—was "the first man to believe in the future of Australia as a white



In truth, in fact, in information Bureau

"COME BACK IN WATTLE TIME!"

The first breath of spring is hailed in Australia by the glorious bloom of the Wattle, otherwise known to botanists as the *Acacia* and akin to the mimosas of Europe and America. Of nearly 800 species in the world 500 are purely Australian, and sentiment and tradition have made the Wattle blossom the national emblem and Wattle Day is an established anniversary in many parts of Australia.

nation at a time when it was unreasonable to believe." Food shortage and rebellion were among the many difficulties that Captain Phillip had to face, and though his Governorship ended in 1792, he left behind an influence and example that is remembered to this day.

The earliest British settlements in Australia were naturally coastal, and coastal exploration had been done by Bass and Flinders seven years after

Captain Phillip had founded Australia's chief city, Sydney

It was not long before men began to wonder what the interior of this new continent contained. The settlement round Sydney was hemmed in by the range of the Blue Mountains across which none found a way for twenty-seven years.

The conquest of the Blue Mountains and the exploration of the continent is a tale of great human endeavour of wonder and success of suffering and tragedy. It contains the story of Charles Sturt, one of the earliest and bravest of Australian explorers and discoverer of the great Murray river; of Eyre who with Wylie failed in a gallant attempt to penetrate the barren heart of the continent; of Eichardt, the German botanist who

crossed bush and grasslands to the north, of Mitchell, who explored the south, and of Burke and Wills whose expedition to the interior brought them to their death. These are only some of the names in the long list of those who worked to reveal all the mysteries of the great continent. In northern Australia, in Arnhem land which is one of the last strongholds of the Australian aborigines, exploration continues to-day for there are still small stretches of the continent where white men have yet to tread.

The Early Settlers

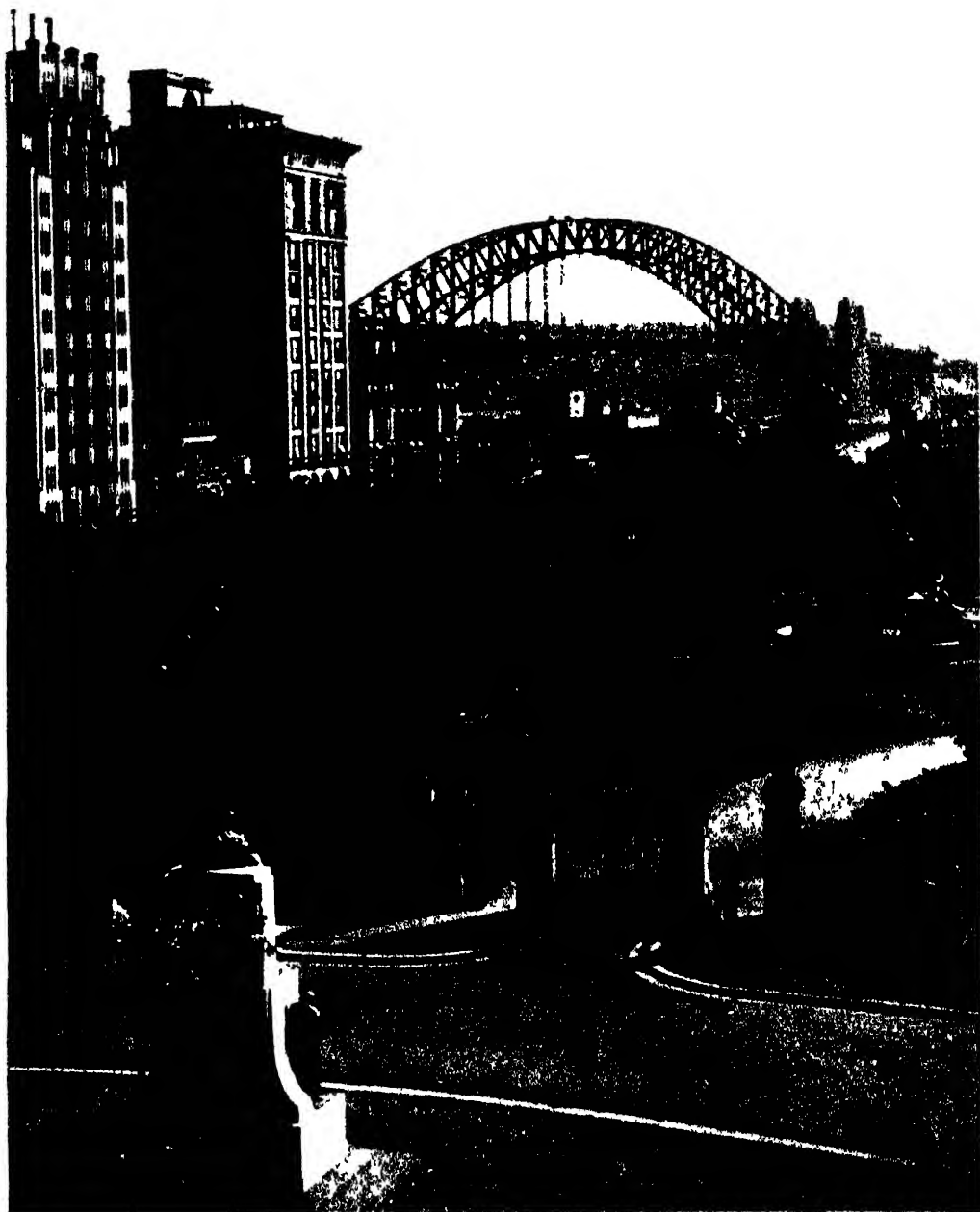
With New South Wales as the mother colony, new settlements sprang up at Hobart, Tasmania in 1803 to forestall colonisation by the French; at the old convict settlement of Moreton Bay (Queensland) where free settlers came from 1840 onwards to rear sheep and cattle and to develop the town on Moreton Bay into the modern city of Brisbane; in Western Australia, where French penetration was also feared, and where Captain Fremantle founded the city of Perth in 1829; in what is now Victoria, where John Batman sited a village in 1835, little dreaming that this was the seed of the fine modern city of Melbourne; and in South Australia where in 1836 the name of the British Queen was taken for the new town of Adelaide at the foot of the Lofty Mountain Ranges.

In 1851 Edmund Hargraves discovered gold at Summerhill Creek about 20 miles north of Bathurst. The search which his discovery began revealed gold at Anderson's Creek, near Melbourne, and on the Yarrowee river at a place that was to become world famous as Ballarat. The news flashed across the world bringing emigrants from all parts to Melbourne. Soon the new gold areas of the continent were as rough and roistering as the American California where Hargraves had first noticed the similarity between the gold



Indigenes life in
A YOUNG "BLACK FELLOW"

Even though he leads a hard and primitive life this young aborigine thoroughly enjoys facing the camera. He and his fellows hunt with all that has long been lost to modern man, using sharp tipped wooden spears to get much of their food.



SYDNEY HARBOUR BRIDGE FROM THE CITY

The famous Harbour at Sydney, capital of New South Wales, Australia, extends for twenty miles inland and is the finest in the world being surrounded by scenery of unsurpassed beauty. Sydney Harbour Bridge opened for traffic in 1915. The fact that it has existed its first half century having a span of 1,350 feet. With railway, footways and tram tracks it is 100 feet wide and at high tide is 10 feet above the water level. The picture above shows the bridge as seen from the entrance to the botanic gardens.

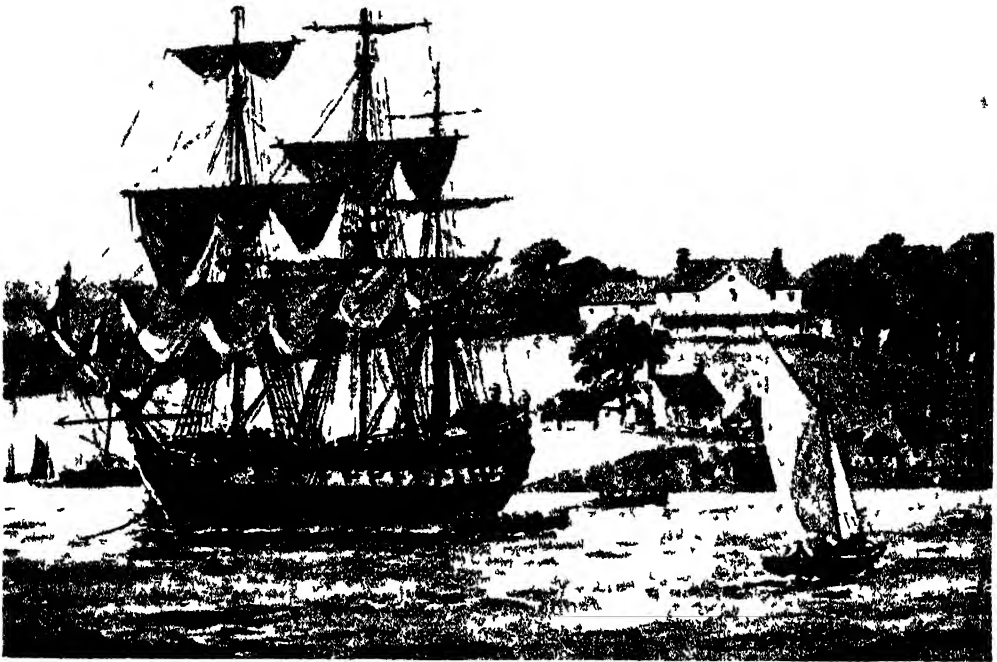


From the first Fleet which landed at Botany Bay

the first

THE FOUNDER OF AUSTRALIA

The Commonwealth of Australia made up of great and important States was actually founded by Captain Arthur Phillip R.N. late Vice Admiral and Governor of New South Wales. It was he who in January 1788 initiated European settlement on the hitherto Port Jackson where now stands the great metropolis of Sydney. Captain Phillip was born in London and a national memorial on the wall of St. Mildred's Church, Broad Street, unveiled in 1932 commemorates the fact that he laid the foundation of the colony which became the Commonwealth of Australia.



Liveries of the Navy

It was in 1788 that the first real settlement was made in Australia at Sydney Cove later known as Port Jackson. From this grew the township of Sydney now a great city of 1½ million people the capital of New South Wales and possessing the finest harbour in the world. This picture shows Sydney with the Governor's House in the background as it was in 1802.

bearing soil there and the soil of his native Australia. Other rich goldfields were found at Bendigo, Clunes, Castle maine, and Maryborough, and later at Coolgardie and Kalgoorlie in Western Australia whose rich fields became known as the 'Golden Mile'.

When the Bushrangers Roamed

Gold was as much a magnet to desperadoes as it was to honest diggers and was certain to come under the greedy eyes of Australian bushrangers. What highwaymen were to England and outlaws to America, the bushrangers were to Australia. Many of them, but for some twist of character, might have become honest leading citizens of the young colonies. To-day, when we look back at the bushrangers and their times, we have to acknowledge their daring and resourcefulness and, in some cases, their humour and chivalry, which give them a romantic colour such

as we use to paint the Robin Hoods of our own annals of crime and lawlessness.

There had been bushrangers long before Hargrives' momentous discovery; desperate men like Michael Howe self-styled Governor of the Ranges. The 'Bail up' of the bushrangers was a stand and deliver order dreaded by the drivers of His Majesty's Mails and at times their activities were so widespread and so unpudgent that special measures had to be taken against them. Captain Thundebolt, whose real name was Frederick Ward, bailed up the Mails on at least four occasions, and after his death in 1870, the rumour persisted that somewhere in the wide expanse of New South Wales was hidden away his cache of gold and precious stones. The bushrangers include bandits as eccentric and picturesque as any in the Newgate Calendar—Captain Moonlight, or Moonlight, though he always

signed himself "Moonlite", he was a man of considerable education and became a soldier, Lay Reader, public lecturer and forger before he took to bushranging. Gentleman Brady, whose daring made him a popular hero Jackey Jackey, as adept at escaping from prison as London's earlier Jack Sheppard. Black Douglas, who robbed diggers as they brought their gold from the fields and the notorious Kelly Gang whose treasure is still reputed to be hidden in the Strathbogie Hills.

As the separate colonies of the continent developed so they took up the right to self-government which had been granted them in 1850. By 1860, five of the present States had their own representative assemblies, and Western Australia followed in 1890. The establishment of self-government was accompanied by the growth of a national, of an Australian, spirit. It was realised that there were many matters affecting, not only the individual States, but the continent as a whole. Federation had been suggested by

Earl Grey in 1850, but it was not until 1899 that representatives from various colonies received the approval of the scheme they had prepared by general vote of the Australian people.

In 1901, a new nation was born—the Commonwealth of Australia, and the first Federal Parliament was opened in May of the same year. The administrative ties that had bound Australia to Great Britain were severed, but their place was taken by the stronger, worthier, and more enduring links of sentiment and friendship. If any proof were needed of the loyalty and affection which Australia has for the small British Isles whence her first settlers came, it can be found in the unstinted support she has given to the British cause in two world wars, and in the concern she showed for British recovery in the post-war years. That Australia is keenly concerned with Britain's recovery is shown by



Australian News and Information Bureau

LOOKING UP A GUM TREE

The particular tree seen in the photograph above is known to the botanist as the *Eucalyptus distalis*, a stately specimen of one of the many species of Australian eucalyptus trees. It is usually known as the Ribbon Gum, for reasons which the picture clearly shows. The sombre ribbons of bark hanging from the trunk often reach a length of 15 or 20 feet.

FOOD FOR BRITAIN



Central Press

Fleets of tractors and machines are used on this 300 000 acre farm at Peak Downs, Central Queensland where sorghum and grain are cultivated to feed the pigs that will provide Britain with pork and bacon. When sowing began, it went on day and night.



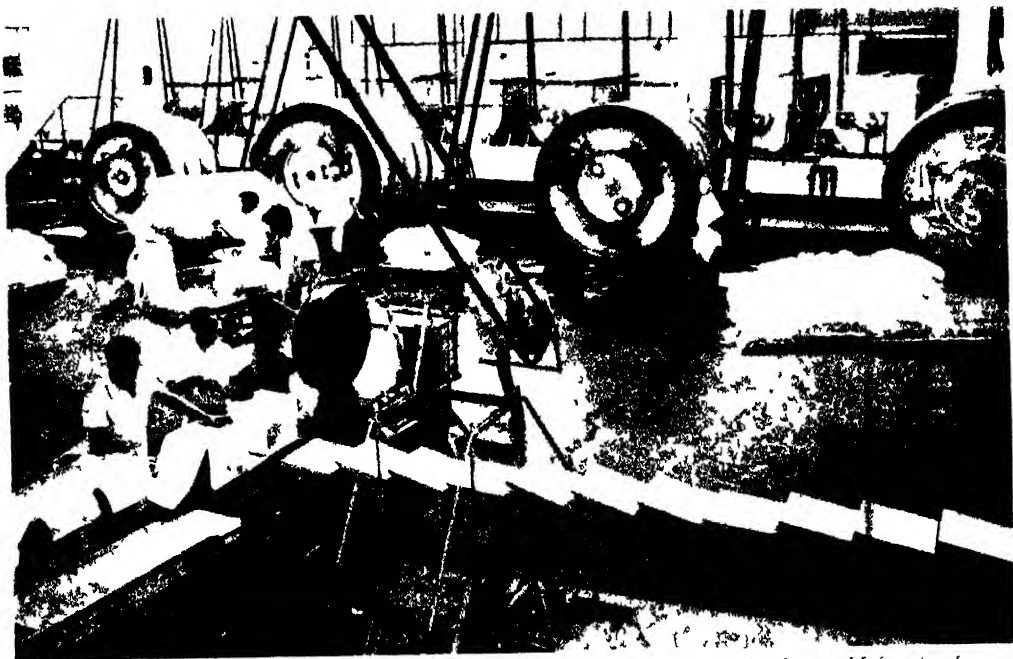
Planet News

The rearing of sheep for wool was begun by Captain MacArthur in New South Wales in 1803, and to day that State has nearly half of the 100 million or more sheep in the Australian Commonwealth on its 14,000 or more sheep stations. Sheep are now also reared for mutton and the picture shows sheep arriving at a New South Wales meat works on their way to Britain's butcher's shops.

DAIRY PRODUCTS



New South Wales is noted for the quantity and quality of its dairy and poultry produce. In 1914 the estimated value of its eggs and poultry was over £10,000,000. The picture shows girls working at the moving trays of eggs on a Meade egg pulping machine. This machine is an Australian invention.



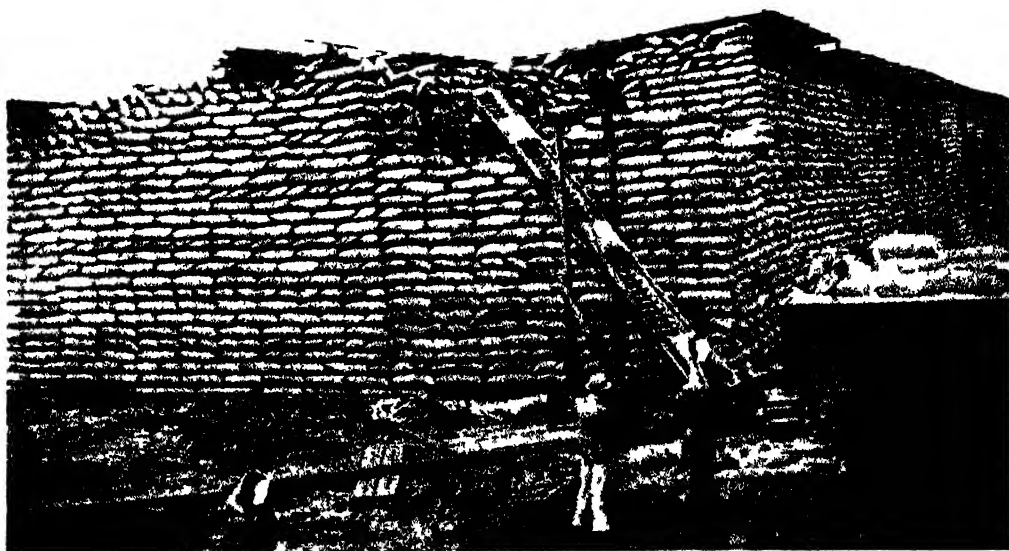
Pictures, Information, and Information Bureau

The State of Victoria has some of the world's finest dairy cattle, and this picture shows us some of her rich dairy products in the making. At the back are the churns in which the cream is whipped into butter and (left) butter in slab form ready for cutting and packing.

CATTLE AND CORN



Here we see a cattle round up—mustering, as it is called in Australia, where fine herds of beef and dairy cattle are the source of a great meat and dairy products industry. The calves in this herd perhaps are wanted for branding or maybe some of the herd is to be sent to market. Whatever the reason, mustering is part of the everyday work of an Australian stockman.



PHOTOGRAPH BY

These men at Melbourne, Victoria, are at work on a 132,000 bush stack of wheat for export. During the 1946-47 season, over 13 million acres of the Commonwealth's fertile land were devoted to wheat production, the largest acreages being in New South Wales and Victoria.

such schemes as Queensland's "Food for Britain" farm of over 30,000 acres where planting began in January, 1949, and has now become the granary for large-scale pig-raising for the export of pig meat to the "Home" country. Australia is proudly independent and marches along her own track on the road of human progress, but of her own free will she acknowledges ties of blood and affection to our own country which Australians still call "Home."

A Land of Many Climates

Australia is twenty-five times the size of the British Isles, and nearly as big as the whole of Europe. At present it has fewer people than Greater London, but there is room for millions more.

So great a land has many climates. Nearly half of Australia is tropical, and the rest lies in warm, temperate regions. The northern parts, where there are hot, wet forests and mangrove swamp, are as near the Equator as Ceylon and Southern India; the southern parts lie in the same latitudes as the Cape Province of South Africa and have much the same kind of climate. On the Queensland coast the climate is wet and hot enough for planters to grow sugar-cane, bananas, cotton and rubber, and to cultivate coconut palms in great groves facing the sea; for this is the region where the South-east Trades sing their eternal song and bring moisture from the wide Pacific. In many of the southern parts the climate is not unlike that of the Mediterranean with its long, hot dry summers and its mild, wet winters—ideal country for the cultivation of oranges, grapes, olives, coconuts and other fruits, or for growing grain. It is fortunate that in these regions artesian wells can be sunk to fetch up water from great depths; water from these wells or from large reservoirs among the hills can be led to fields and orchards in myriads of channels during the dry weather.

Other parts of Australia are great

natural grass-lands, especially in the interior of New South Wales and Queensland, where sheep are reared in enormous numbers and where cattle can be fed on the moister lands.

Australia's Riches

Australia has forests, too, of splendid timber and rich deposits of coal and metal ore; so that Australians who speak in praise of their homeland, as all real Australians do, make no vain boast when they say they have the finest climate in the world and one of the richest countries on the globe in which to live.

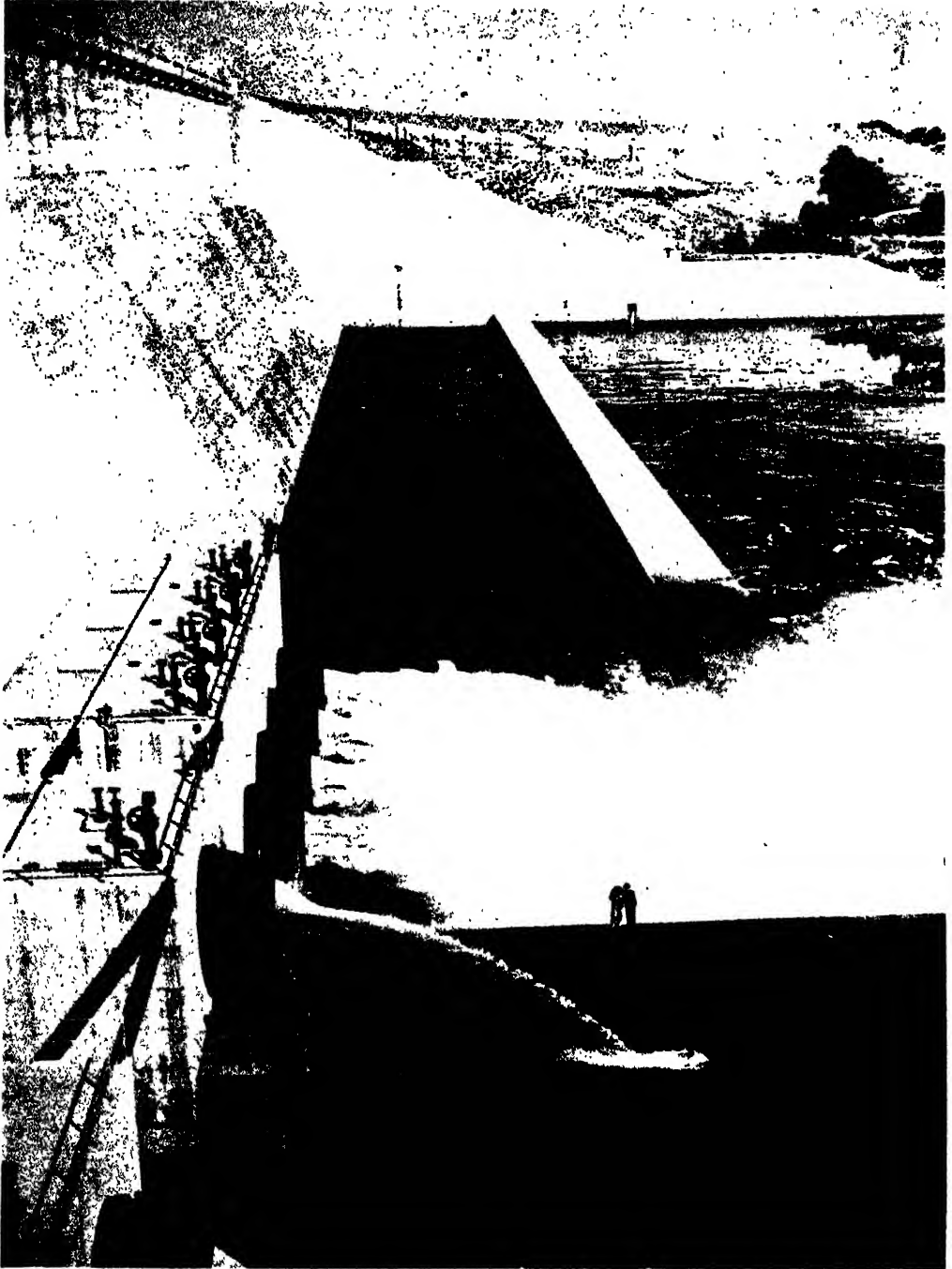
But although Australia is a land of splendid opportunities for those who love a free life in the open air, we shall make a great mistake if we suppose that most Australians live active lives on the sheep stations and cattle stations, the farms and the orchards, and the plantations. At present two thirds of the Australian population lives in the six State capitals and large inland towns—they are townsmen and city folk, and get their living much as people of that kind do throughout the civilised world, except perhaps that the splendid Australian climate tempts them to live a freer and more enjoyable life in the open air. Sydney and Melbourne alone contain nearly one-third of the total population of the Australian Commonwealth.

The Australians

A famous Australian writer says: "Probably not two out of every 200 Australians have ever seen a wild kangaroo, although there are thousands of them in the distant 'bush'. Many Australians have never set eyes on a flock of sheep or a herd of cattle larger than one which might be seen within twenty miles of London; yet on some of the large sheep stations out-back, over 100,000 sheep are shorn annually, and herds of 50,000 cattle are not uncommon."

The kind of people Australia needs

HARNESSING THE MURRAY RIVER



Australian News and Information Bureau

The great Murray river flows along the borders of New South Wales and Victoria, and passes through South Australia. Its waters fill the largest reservoir in Australia which was made by building the Hume Dam, near Albury. The wall of the dam is over a mile long, and the area of the reservoir—at present twenty-two square miles—is to be enlarged and the water power used to generate electricity.



Agent General New South Wales

A NEW SOUTH WALES BANANA PLANTATION

The north coast district of New South Wales and, more particularly the Pacific shorlands of Queensland have an ideal climate for growing bananas, pineapples, oranges and similar tropical crops. Each banana plant grows only one bunch of fruit. When this is removed, the plant is cut down to make room for a new growth.

are not only men and women with good industrial trade or professional qualifications, but especially those who will make use of the rich farming and stock-breeding lands. Speaking in London in 1948, the Lord Mayor of Melbourne said "We all realise that there are 70 or 80 or 90 million white British people in the world and we want 10 million of them."

The Australian Interior

There are parts of Australia which can never support many people; some of them, indeed, will never provide homes for settlers, for they are desert lands, dry and waterless, where not even goats and camels could find a living; but even among these desert patches there are areas of good pasture with here and there prosperous little townships.

People once believed that the whole of the Australian interior was a great

desert perhaps because of the unfortunate experiences of the early explorers who made their way into the interior at times of great drought. It is a fact, however, that many parts which their discoveries condemned as arid barren lands quite unfit for human habitation are now among the richest and most fertile regions of the Australian continent. Irrigation has brought about this wonderful transformation, by leading water in canals and channels from thousands of deep artesian bores, or from great reservoirs created by building dams across river valleys among the hills where there is generally plenty of rain.

Conquering Drought

Irrigation, too, has done much to rob drought of its terrors—the terrible drought that in past years dried up all the springs and made rivers mere chains of muddy water-holes; that

withered all green and growing things, and brought the torture of death by thirst to the squatter's sheep, the stockmen's cattle and even the wild creatures of the bush; the drought that brought misery and ruin to men and to all other living creatures.

Drought is still a thing to be reckoned with, especially in the wheat districts and in the great pastoral lands where lack of rain at the proper season may do untold damage.

More Precious than Gold

Drought and desert have made water more precious than gold in many parts of Australia where only engineering and scientific skill have kept fertile the barren desert lands or protected wheat and pastoral districts from the drought that spells disaster. The largest water reservoir in Australia, and in the Southern Hemisphere, is the Hume Dam, on the

Murray river near Albury, which already occupies 22 square miles and is shortly to be enlarged. Another famous dam is the great Burrinjuck Dam on the Upper Murrumbidgee (a tributary of the Murray) which creates a vast reservoir whence flows water to the fields and orchards of New South Wales and Victoria. In the great agricultural, stockrearing, and goldmining State of Western Australia millions of pounds are being spent on water supply schemes which include enlarging the Mundaring Weir whose water pipelines



Australian News and Information

BUTTER IN THE COOL STORES

From Australian farms come many of the things that help to fill your larder. The picture shows part of the Government Cool Stores at Melbourne, Victoria, where case upon case of rich Australian butter awaits shipment to Great Britain. During the 1946-47 farming year over 321 million pounds of butter were produced in Australia.

run through mixed farmlands to the waterless goldfields three hundred and fifty miles away.

Water is also used to provide hydro-electric power. In Tasmania, the Tarraleah Power Station generates electricity from the water power of Lake St. Clair, and in Kiewa, Victoria, a huge artificial lake is being built to take the snow waters of the Victorian Alps for the same purpose.

The new Snowy River scheme involves seven main dams and miles of tunnels through the Australian Alps.

AN AUSTRALIAN SHEEP STATION

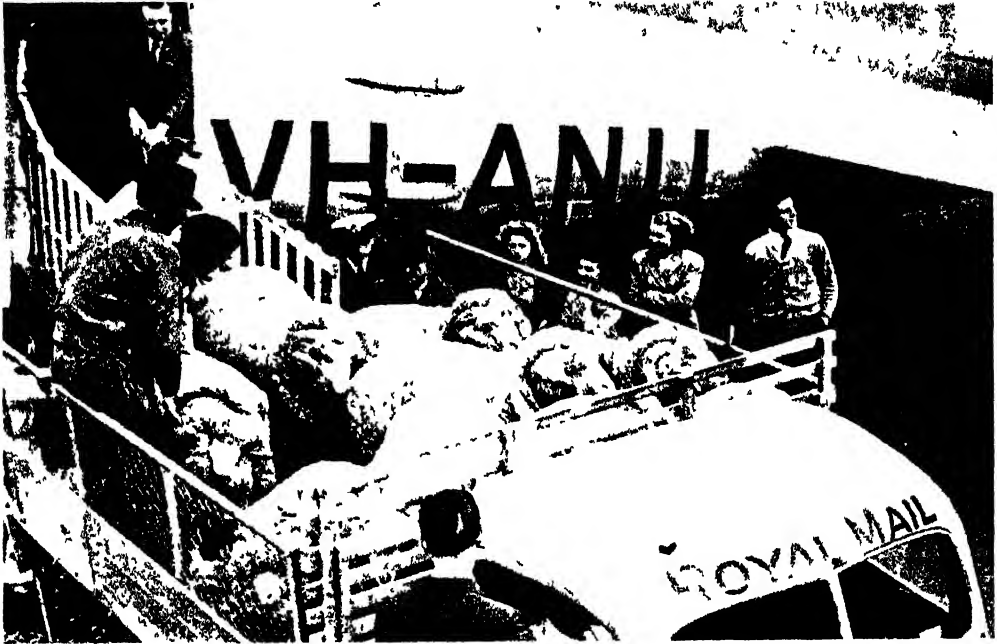


Illustration: News and Information Bureau

TRANSPORTING PRIZE RAMS BY AIR

Australians are very air-minded, and Sydney is probably the greatest air centre in the Commonwealth, for from Sydney there are air links with all parts of the world as well as with the capital cities of the Commonwealth. Nowadays, even livestock may be carried by air. The Rams in this picture made a 340-mile flight from their sheep station to Sydney recently to be exhibited in the Sydney Sheep Show.

IF you want to know what sheep-farming in Australia is *really* like, the only way is to become a "jackeroo," and actually work on one of the big stations. But that is not possible for many of us, although sturdy lads, fond of outdoor life and not afraid of plenty of hard work, might do much worse than go out to Australia as jackeroos or apprentices to a sheep station in order to learn the business in the proper way by starting at the bottom.

The "Run"

Among the things a jackeroo quickly learns is that the big estates on which sheep or cattle are reared in large numbers are always called "stations," and not farms; the owner (or the manager, if the station belongs to a company, as some do) is always the

"boss"; and the men who work for him are "stockmen," and never shepherds or cowmen, although you are quite in order if you speak to them as "hands."

The land over which the sheep roam is the "run", which may cover an area of anything up to 1,000 to 2,000 square miles if the station is a big one, and can muster perhaps 100,000 sheep. It is true that nowadays the tendency is for very large stations to be cut up into several small ones, but even then they are far larger than anything of the kind one sees in Britain. A large station will probably be divided into what we should call "fields," but which the jackeroo soon learns to call "paddocks," by long fences, each paddock big enough for about 5,000 sheep. It is the boundary rider's job to mend breaks in the fences, getting assistance

to repair those he cannot deal with single-handed, and reporting to the head station every evening (by telephone if possible).

Shepherds on Horseback

It is a good thing for a jackeroo if he is a good rider—if not, he soon will be—or he will give up his job! For on stations like this, a man on foot could never cover the necessary ground in time to be of any use. He must have a mount, and a good one; and that is one of the reasons why every large sheep station will have some dozens of horses; and there may also be some cattle which feed on the moister ground, and provide fresh beef for the many hands, but cattle raising to provide meat and hides for marketing requires a different type of country, country like that of Queensland, which

is Australia's largest cattle-rearing State

The station will probably be forty or fifty miles from its next-door neighbour, and very much farther from the railway. Although these distances are smaller now than they used to be, thanks to the almost universal use of motor cars and lorries over the "bush" roads during the greater part of the year and to air transport which may well bring the doctor to your station if he is wanted in an emergency, they do mean that a station must be as self-supporting as it can be, and that it must keep fairly large stores of things which it cannot produce or make for itself.

Life at the "Station"

We must remember that a really big station has more people working on it



Australian News and Information Bureau

SHOWING THE "CRIMP" IN THE WOOL

Well crimped or frilled wool is crisp, elastic and most satisfactory from the point of view of spinning. The Corriedale ram hidden by the fine fleece shown here was sold for 1,000 guineas after a recent Melbourne sheep show. This breed was originally evolved in New Zealand by crossing British breeds with merinos and is a dual purpose type, yielding both excellent wool and mutton.

than live in many small English towns and the needs of its population are pretty considerable. It has large store-rooms full of all sorts of things likely to be wanted, and all arranged so that they can be got at by the store-keepers at a moment's notice. There are foodstuffs -- flour by the ton, tinned fruits and bottled fruits, everything, in fact, except meat and such products as can be got on the station. There are clothes, harness, wire for fences, tools, machines, repair outfits, spare parts -- in fact, everything down to patent medicines for animals as well as human beings. Many stations have their own libraries, and good ones, too. Nearly all have their radio-telephone system, which keeps the head station in touch with boundary riders' huts perhaps fifty miles away, as well as with neighbouring

stations and the nearest post-office and railway station.

The jackeroo soon discovers that there are many other people working on the station besides the stockmen. There are blacksmiths and carpenters, saddlers and harness-makers, butchers and bakers, horse-breakers, engineers and fencers, clerks and store-keepers. And when shearing time comes the station is invaded by up to a couple of hundred extra hands who earn big wages at sheep shearing, moving from station to station as work offers.

Rarely are all these people at the head station at any one time, however; they are off away in the bush in many base camps which are moved from place to place according to the work that has to be done -- mustering the sheep for "dipping" to protect them against parasites, for instance. The fence gang is away somewhere repairing a boundary fence or building a new one. There is always work to be done at many places at the same time on this "run" of between 1,000 and 2,000 square miles.

The Home Buildings

Near the centre of the run is the head station where, in addition to buildings for the jackeroos and stockmen, and the stores and offices, the owner has his house. The owner himself is almost certain to have been a jackeroo at one time, but now he is a rich "grazier" with a station of his own. His house will probably be built of wood, but it will be extremely comfortable nevertheless and may include an individual bathroom for each member of his family.

Water is generally supplied by an artesian bore, going down perhaps 500 feet, or even 1,000 feet, to bring up pure water from the depths of the earth. If the bore is a deep one, the water from it will be hot when it reaches the surface and will be passed through big cooling tanks, perched on high platforms above the station roofs before it is piped to



Australian News and Information Bureau

BALING WOOL FOR TRANSPORT

Here are fleeces being tramped in a wool press. When the sheep have been sheared, the wool must be carefully packed for transport so that it occupies the least possible space for shipping costs are calculated not by weight, but by space occupied. The wool press shown here does the job, packing the wool into bales each about 250 pounds in weight.



Australian News and Information Bureau

A WOOL SORTER AT WORK

When the fleeces have been sheared, they have to be sorted and classed for quality. There are over 1,500 different varieties, so that the sorting of wool is very much a task for an expert. In a recent year, over 976 million pounds of wool were produced in the Commonwealth of Australia, most of this amazing total in the State of New South Wales.

all points where it is required. Large stations have more than one bore, especially in dry country where sheep would suffer greatly without an assured supply of water.

Modern stations also have their own electric plant and generators, not only for lighting, but for driving machinery. Nowadays most Australian sheep-shearing is done with machine-driven shears fixed to a power-shaft by flexible metal tubing, so that shearers can use them at any angle. One man can satisfactorily shear two hundred sheep in a day, the Australian record being 321 in 7 hours 41 minutes.

It might seem that life on a station whose nearest neighbour is fifty miles off, and post-office and railway farther still, is a dull affair. But unless the bush road is bad because the weather is wet, a car will soon get you to the next station where a party or match is being

held. As for the owner himself, he may have his private aerodrome and plane if his is one of the largest stations.

The Way to Success

In any event, the station itself may have a tennis court and other facilities for recreation; and there is generally good shooting to be had in the bush or somewhere in the neighbourhood of the station.

On the whole, being a jackeroo is a fine experience for healthy fellows fond of an active life out of doors, and is generally the beginning of a training that finds its reward at least in manly independence, if not in the ownership of a fine station of one's own. The first is what every jackeroo can achieve, the second, of course, depends also on the amount of money he can command when he wants to start on his own account.

When he does start on his own account, he will have many problems to face. He must have enough land to support a profitable number of sheep; it would be foolish to hope for success from too small a number, but for each sheep that he has he will need about three acres of land. His land, too, must be fenced; and there must be a good water supply.

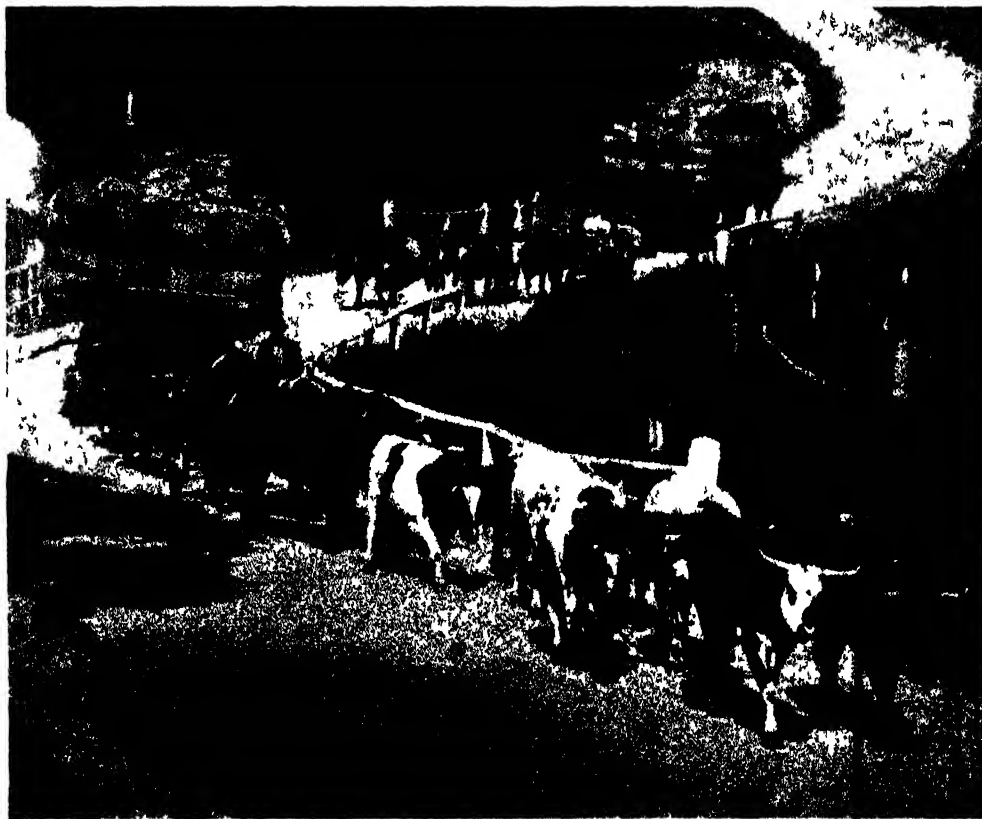
He must guard his sheep against their many enemies—not only drought, disease, and insect pests, but the kangaroos and rabbits which may destroy the pastures and the wild dogs which may attack the sheep.

But by the time our jackeroo is ready to set up on his own, he will have had

experience of these difficulties and how they can be overcome. He will know what risks he is taking and will be prepared to face them.

A Man's Life

And when he has won through and made good, and has a station of his own perhaps, he can take pride in his achievement. His success is the measure of his own character, the well stocked runs around him testify to his own ability and determination. For the jackeroos of Australia, like the ranchers of Canada and the veld-riders of South Africa, can claim to lead a man's life and to enjoy its rich, but hard-earned rewards.



TAKING WOOL TO BE SOLD

Central Press

Once the sheep have been sheared and the fleeces classed, the wool is baled and marked and sent off to be sold most probably by auction in one of the great cities, although country auctions are also held. The wool is usually carted from the sheep station to a railway siding but on occasion some is still transported by teamsters of the kind shown in this picture which was taken in New South Wales, the greatest sheep-rearing State in the Commonwealth.

AUSTRALIAN STATES AND CITIES



LOOKING AT PERTH FROM KING'S PARK

E \ A

Here we are standing in the thousand-acre King's Park looking across the stretch of the Swan River known as Perth Water to the harbour and city of Perth, capital of Western Australia. The blue waters of the Swan River are too shallow to allow ocean-going ships up the river to the capital and Fremantle, about twelve miles away, is Western Australia's chief port.

THE Commonwealth of Australia has some of the finest cities in the world, where you can live as comfortably as you can in London or New York. Her various States contain farms and factories as modern as any elsewhere; moreover, they possess wonderful scenic beauties and unique animal and plant life. Australia is a go-ahead continent for go-ahead people where a good and full life awaits anyone who is prepared to take a hand in building the Commonwealth's prosperity.

Western Australia

Many people get their first glimpse of Australia at *Fremantle*, the outport of Perth named after Captain Fremantle who landed here in 1829 from his ship the *Challenger*. Twelve miles from Fremantle, on the Swan River, is *Perth* itself, the capital city of the State of

Western Australia, whose University buildings are among the finest in the Commonwealth, and whose population of over 320,000 is more than half the whole population of the State. For although Western Australia is the largest State in the Commonwealth, her land is largely dry country and her population of just under half a million is smaller than that of any other State except Tasmania.

Perth is a lovely city, whose thousand acres of King's Park provide travellers with their first taste of the beauties and aroma of the Australian bush. Not far from the city is another beauty spot—the Yanchep National Park which is famous for its caves.

Separated from the eastern States of the Commonwealth by the desert and by the Great Australian Bight (whose weather is often unpleasant enough to daunt the hardiest seafarer), Western

Australia and Perth are sometimes spoken of as the loneliest of the Commonwealth's States and cities. But Western Australia makes very considerable contributions to the primary products from which the Commonwealth derives her prosperity. Wheat, sheep, cattle, and fruit are among Western Australia's most important agricultural products and exports which also include high grade timber such as karri and jarrah which are often used for paving roads.

Except for the temperate southwest around Perth and the southern port of *Albany* where the climate is Mediterranean, Western Australia is very dry, as we could see from a map showing the stock route from the cattle lands of the north-west to the south-western ports. This route hugs the lakes and springs as it crosses the Desert Artesian Basin, for water is lifeblood. Recently planned extensions of dams, reservoirs,

and irrigation schemes show the importance of water to the prosperity of the State; and if we travel on the 1,617 mile desert journey from Perth to Adelaide across the Great Nullarbor Plain, we shall see from the train the pipelines planned by Forrest and O'Connor which pump water to the rich goldfields of Kalgoorlie and the new mining areas to the north whose output, just before the war, provided Western Australia with 42 per cent. of her exports.

To South Australia

Travelling this way we go by the Trans Australian Railway which links Kalgoorlie in Western Australia with Port Augusta in South Australia. The railways connecting the capital cities of Australia suffer from the great disadvantage of being constructed on three different gauges, which prevents long "through" journeys from east to west or *vice versa*. For example, to travel from Fremantle to Brisbane would involve us in no less than six changes. Plans are now being prepared to standardise the railway system of the Commonwealth.

Beside her railways, Australia has one of the most highly-developed airway systems in the world. An airlines map of the Commonwealth shows all the main centres linked by the services of such companies as Australian National Airways, Trans-Australia Airways, and Ansett Airways.

Adelaide, the capital of South Australia, is a beautiful city of spacious boulevards, lovely parks, and pleasant open spaces, nestling at the foot of the Lofty Mountain Ranges, which are the city's playground. Names in the Lofty Mountain countryside would surprise and interest us. How did such pleasant rural places come to be called Aldgate and Piccadilly?

Adelaide is the centre of the South Australian wine country and is surrounded by endless acres of vineyards producing fine wines earning more

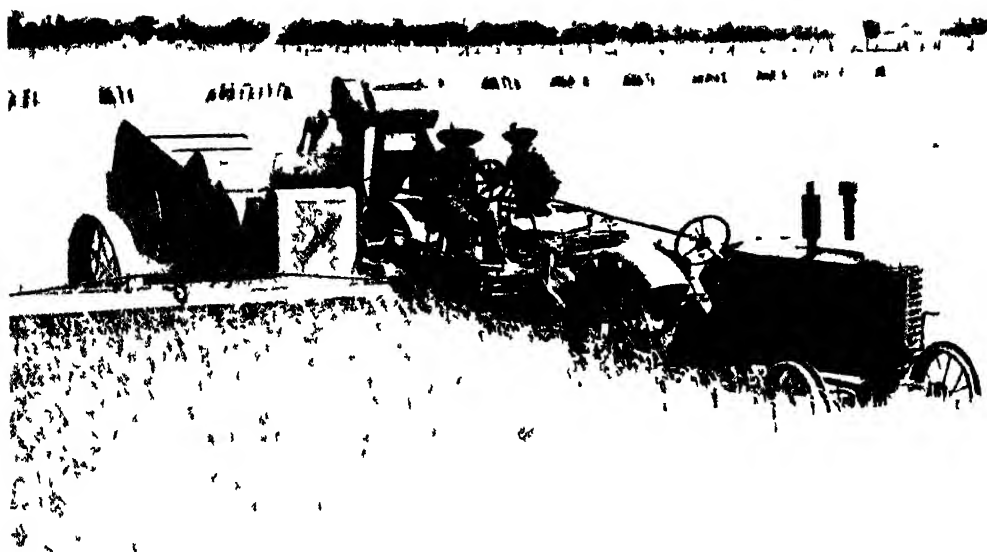


Australian News and Information Bureau

KALGOORLIE GOLD

They look like bricks, but they are ingots of gold, each weighing about 100 fine ounces and each worth over £4,000!

HARVESTING IN AUSTRALIA

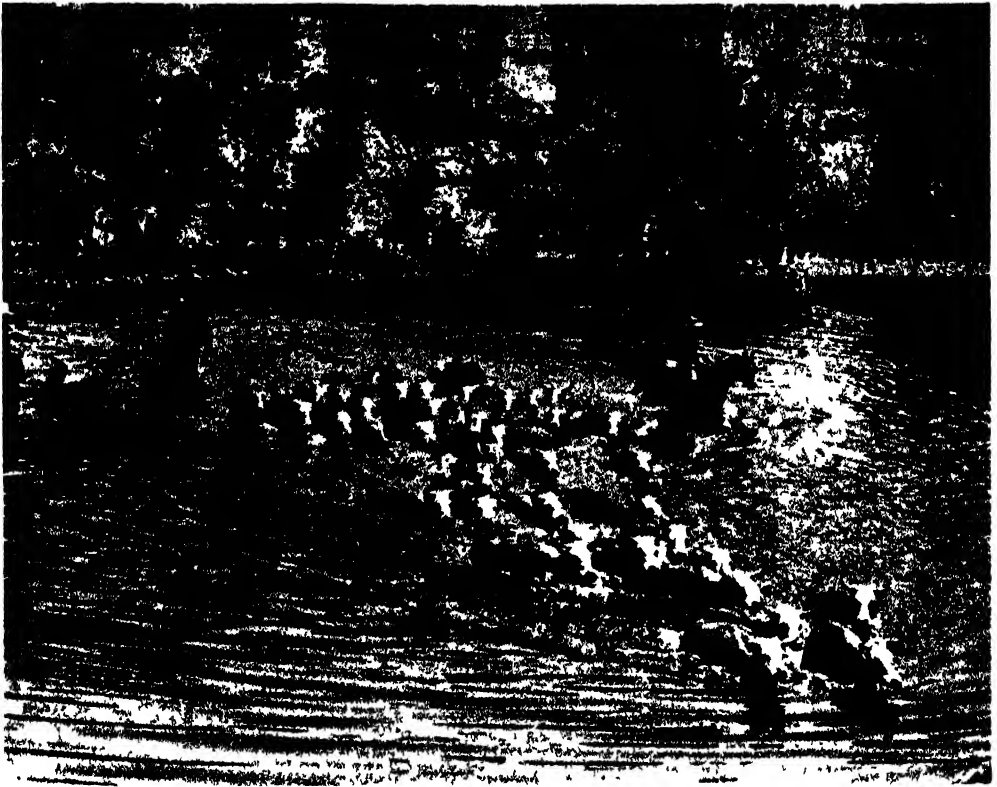


Every year Australia reaps about 160 million bushels of wheat, over half of which is exported. The picture shows a tractor drawn header harvesting on a Victorian wheat farm. The header, which strips, threshes and bags the wheat, is an Australian invention.



THE AUSTRALIAN WHEAT BELT

Australia is the fourth largest wheat producer in the world and also grows important crops of oats and barley. This picture shows farm hands loading oaten hay on the plains north of Adelaide. Mechanisation is now general on Australian farms.



Central Press

CATTLE CROSSING A NEW SOUTH WALES RIVER

Rivers are no obstacle to the Australian stockmen and their herds, as this picture shows. The vastness of the Commonwealth and the enormous size of its sheep and cattle stations are realised from the fact that a herd like this may travel 1,000 miles or more along pioneer stock routes.

than a million pounds each year for South Australia. But of all South Australia's crops, wheat is the most important, and comes mainly from the coastal areas of the south-east. Farming generally in the Commonwealth is on the grand scale. Many dairy, fruit, and wheat farms are now operated on the share-farming system under which the landowner provides fields, seeds, and fertilisers, and the share-farmer provides the labour, for which he receives a portion of the profits of the farm.

From Adelaide we can cross the Commonwealth from south to north, using the railway which follows the route of the Overland Telegraph and goes up through the salt lakes to *Alice Springs*, a Northern Territory

township in the desert heart of the continent. Here, in the interior, there are some stockbearing lands, but there is also the terrible desert where thirst and heat will kill the unwary traveller.

In the Northern Territory, and particularly in Arnhem Land, are Aboriginal Reserves, the home of the "black fellows" who are all that remain of the original primitive inhabitants of the continent. In the days of Captain Phillip, there were about 300,000 blackfellows in Australia; now their total is estimated at 48,000. Blackfellows can be seen elsewhere in the Commonwealth, but Arnhem Land is the only part where they still have been known to resist the approach of the white man. The blackfellows live

IN THE NORTHERN TERRITORY



Like colossal tombstones, these huge anthills rise on Cemetery Plain, near Darwin. Some are 12 feet high, and all are built due north and south. With their thin edges facing these directions, they get the greatest warmth from the sun and this, perhaps, explains why they are always built in this way.



Photos - Australian News and Information Bureau.

These aboriginal boys at Aryonga are thoroughly enjoying a mock battle with their bamboo spears. In the Northern Territory, and particularly in Arnhem Land, there are Aboriginal Reserves where the "black fellows" live much in the same way as men did in the Stone Age.

THROUGH THE LONELY LANDS



Mounted police patrol the lonely cattle country in the Northern Territory. This picture shows us the police patrol from Hart's Range, which is about 90 miles north east of Alice Springs, crossing the dunes stretching from the foothills of the range.



Photos Australian News and Information Bureau

At Finko Police Station in the Northern Territory you may find the officer in charge about to leave on his annual patrol. He uses these camels to cover the 168 000 square miles of his beat. His patrol takes three or four months.

AT THE CENTRE OF AUSTRALIA



PLATE 117

Alice Springs is actually the geographical centre of the island continent of Australia. This Northern Territory township, however, even if it is isolated from the great centres of population, has a fine school equipped with fluorescent lighting and modern equipment as this picture shows.

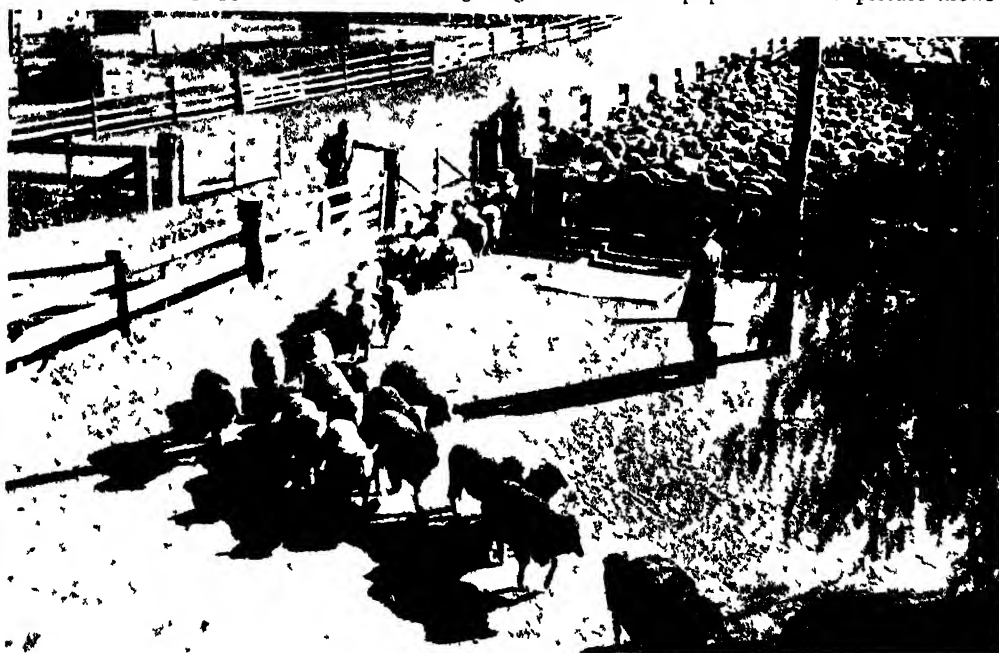


PLATE 118

Once sheep were raised only for their wool, but with the coming of refrigeration, sheep were reared for mutton and lamb for sale overseas, especially in Victoria, New South Wales, and South Australia. It was in the second of these that this picture of sheep entering the pen of a meat works was taken.

in much the same way as men did in the Stone Age. They hunt and track with a skill that has long been lost to modern man; they use stone knives and axes, spears which they hurl with *woomeras* (spear throwers), and cunningly shaped *boomerangs* and throwing sticks.

The railway ends at Alice Springs, but from here we can travel on by the "Defence Highway," the Great North Road of Australia which links the railhead at Alice Springs with the railhead at *Birdum*, whence a train will take us to *Darwin*. This line road was completed in December, 1940, as a military supply route to the north where a Japanese invasion was expected. *Darwin* is now a very important airport on the main route from Britain, Europe and Southern Asia.

Queensland

Queensland is the second largest State of the Commonwealth and is famous for its cattle breeding and for the tropical crops which grow in the north-east coastal regions. Because most of Queensland lies within the Tropics, her farmers on the north east Pacific shore can grow bananas, pine-apples, oranges, and similar tropical crops. Queensland is the only sugar-producing area in the world where the cane is cut and processed entirely by white labour before it is shipped from such ports as Cairns, Mackay, Bundaberg, and Brisbane. Parts of Queensland are covered by large forests. Frozen beef, canned meat, and hides come from her rich cattle areas inland.

Queensland has a population of over a million, of which nearly 400,000 live



Central Press.

ADELAIDE FROM THE AIR

This picture of the capital of South Australia shows many of the fine buildings which contribute to the beauty of this noble city. In the foreground we see part of the University buildings. The trees and lawns in the centre of the picture surround Government House, to the right of which is Parliament House.

BRISBANE, PORT AND STATE CAPITAL



Australian News and Information Bureau.

Brisbane is unique among State capitals in having a sub-tropical climate. The city streets are coloured by such exotic trees and shrubs as jacaranda and poinsettia, and many of the houses have wide verandahs. Besides being the capital, Brisbane is the chief port of Queensland.



E.N.A.

Queensland's Pacific coast is fringed by the Great Barrier Reef which is thought to be the largest single mass of coral in the world. It is built by countless numbers of tiny creatures called polyps, some of whose amazing work is seen in this picture of Crescent Reef on the Outer Barrier.



QUEENSLAND'S CAPITAL FROM THE AIR

Brisbane straddles the Brisbane River about eighteen miles from the sea. This aerial view of the city where the sun seems always to shine shows as the Victoria Bridge, and the City Hall whose tower is 320 feet high and whose clock face is 16 feet in diameter. The black dome covers an assembly hall that will seat 2,500 people. Beyond, leading to the Victoria Bridge, is Queen Street, the chief business centre of the city.

in *Brisbane*, the capital. Brisbane is different from all other State capitals, because it is in subtropical latitudes. It stands astride the Brisbane river, its streets coloured by such exotic trees and shrubs as jacaranda, poinsettia, and bougainvillea. Within fifty miles of the city is Southport, Brisbane's holiday resort, and Mount Tambourine where flying foxes cluster on the fruit trees in splendid woods of tropical palms.

In Queensland also is Australia's "Lost World," the 4,800 acre reserve of Lamington National Park, which is the natural home of thousands of white cockatoos.

The Great Barrier Reef

Queensland's Pacific coast is fringed by one of the most amazing natural

wonders of the world. There are 1,250 miles of the Great Barrier Reef, which is thought to be the largest single mass of coral in the world. Running from Torres Strait in the north to Lady Elliot Island, off Sandy Cape, in the south, the Reef was built

and is still being built - by countless numbers of tiny sea creatures called polyps. Its fantastic beauty embraces all the colours in the rainbow, and it is almost impossible to describe the castles, grottoes, and other coral formations which can be seen in this fairyland of wonder and of loveliness. Its pools and channels are the home of innumerable fishes and sea creatures; pearls and turtles, guano and bêche-de-mer also come from the Reef. Within the Reef waters lives the loathsome stonefish whose thirteen

THE AUSTRALIAN ALPS COUNTRY



Boy Scouts in the Australian Alps country do their scouting on horseback. The picture shows a member of the mounted troop looking down over the Upper Murray Valley where two mountain streams unite to form the great Murray River whose course to the sea is 1 500 miles long.



The Australian Alps country is a beautiful one. During the summer large herds of cattle pasture on the Dargo High Plains in the Australian Alps and when the winter snow comes drovers, dogs and horses bring the cattle down to paddocks in the lowlands. The cattle in this picture have just completed their journey over the 6 000 foot high mountains.

poisonous spines bring slow and painful death to any living thing that touches them: the beautiful butterfly cod: and the mudskipper which likes to climb the roots of mangrove trees.

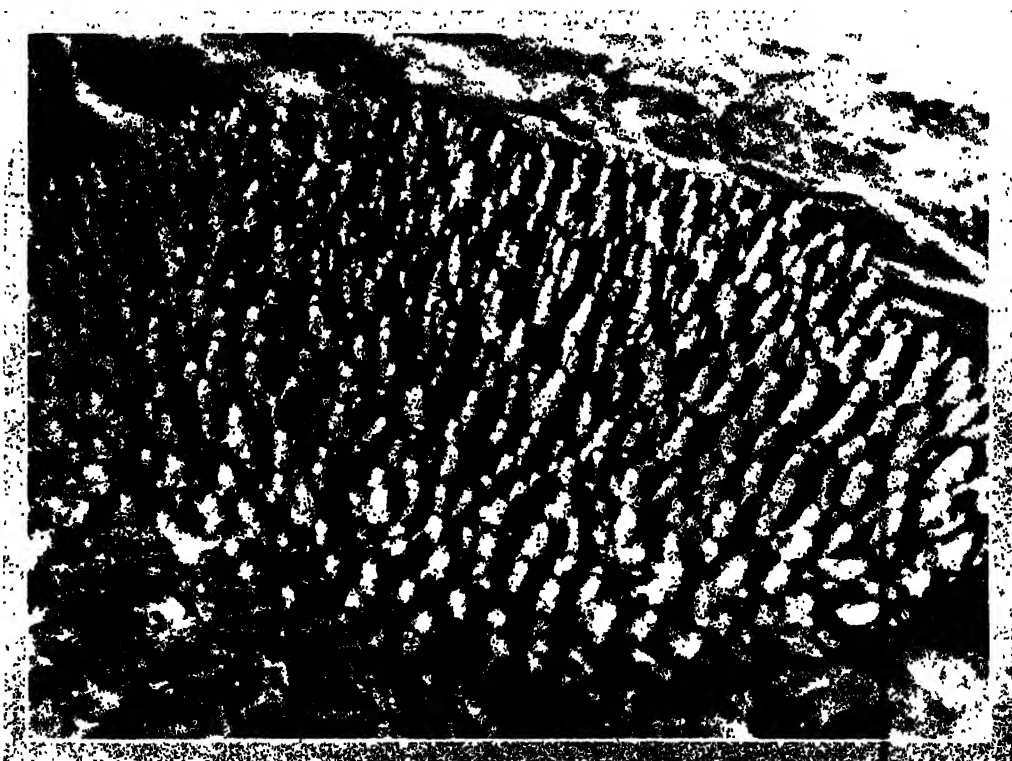
New South Wales

New South Wales, where the rearing of wool sheep was begun by Captain MacArthur in 1803, has nearly half of the 109 million sheep in the Commonwealth of Australia. The sheeplands lie to the west of the Great Dividing Range and in the basin of the Darling-Murray river which is the largest in Australia. The rich coastal plain is the home of fine dairy cattle.

New South Wales has the largest city in the Commonwealth as its capital. This is *Sydney* which, like

Melbourne, has a population of over a million and a half. Sydney stands on one of the finest harbours in the world where large liners can come right up into the very heart of the city and berth at Circular Quay.

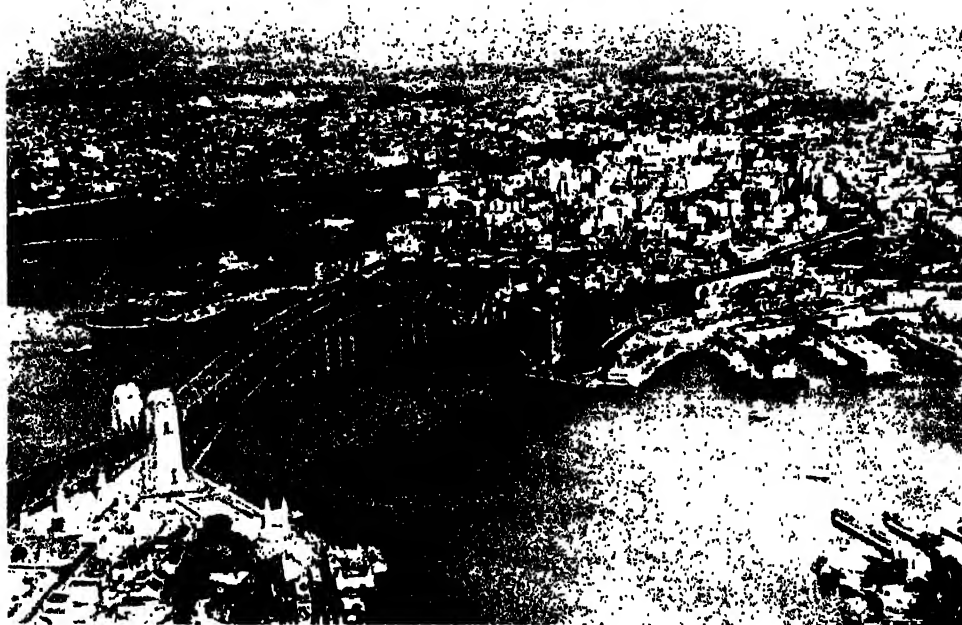
The streets of Sydney are lined with many splendid buildings, which include huge department stores of the kind common in America where goods of every kind can be bought. Some of these stores have over thirty "floors" and employ 4,000 or 5,000 assistants. Sydney's beautiful suburbs where business men have their homes are on the many arms of the harbour; one of the most important is Mosman Bay, with its pretty houses embowered in trees at the edge of the blue waters. Ferry-boats ply constantly between the suburbs and the city.



Australian News and Information Bureau.

UNCOVERED BY THE TIDE

This photograph shows an individual growth of wine-coloured fine coral exposed at low tide on Australia's great Barrier Reef. The living organisms called coral polyps which have built the reef are linked one to another. Each works by extracting carbonate of lime from the sea water and building around itself a hard supporting skeleton.



AUSTRALIA'S LARGEST CITY

Copyright.

The famous bridge is enough to tell us that this is an aerial view of Sydney, the capital of New South Wales and the largest city in the Australian Commonwealth. The picture shows, better than words could ever do, the fine modern buildings of this great city which has a population of over a million and a half.

Bathing Beaches

Sydney's bathing beaches are immensely popular, for all Australians, thanks to their delightful climate, are great sportsmen and lovers of the open air, and bathing is one of the greatest summer attractions. Bondi, Manly Beach, Freshwater, Collaroy, Avalon, Palm Beach and other spots are the week-end haunts of thousands. At one bathing beach as many as 10,000 people may be in the water at one time.

At these beaches the joy of bathing is sometimes interrupted by the clang of an alarm bell, and those who do not know what it means are astonished to see the whole vast mass of bathers rush to shore as quickly as possible. The bell is sounded

from one of the towers by the watchman on the look-out for sharks!

Sydney's Giant Bridge

Sydney, quite rightly, takes great pride in her mighty steel bridge that has been built by a famous Middlesbrough firm across the harbour. Its main span is 1,650 feet long; with its approaches, the bridge is 3,770 feet from terminal pier to terminal pier. It carries two electric railway and two tramway tracks, a four-line traffic roadway and two footways across the harbour at a height of 172 feet above high tide level. Although a British company secured this £5,000,000 contract, the steel was all fabricated in Australia and the granite and cement were local products.

Sydney also possesses another great

engineering achievement, the new graving dock, called "Captain Cook Dock," which was opened by the Duke of Gloucester, as Governor-General of Australia, in March, 1945. Over thirty acres of land had to be reclaimed from the harbour waters before work on the dock could begin; 700,000 tons of concrete were used and 3,500 men employed to build the dock which is capable of taking an 80,000 ton liner for overhaul.

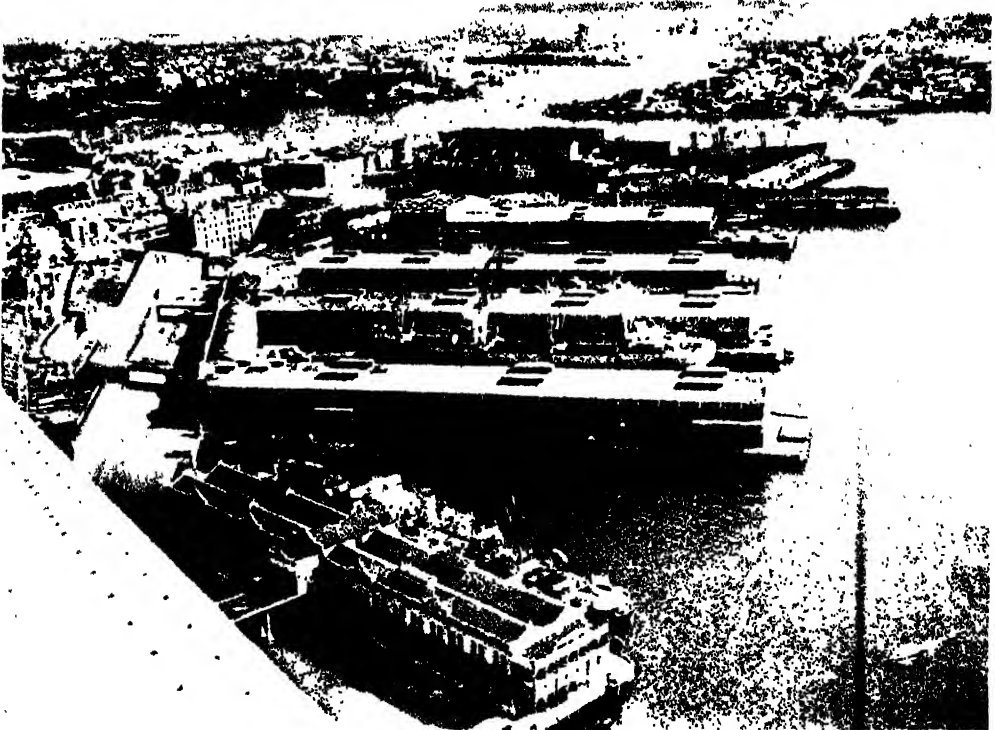
Victoria

Like New South Wales, Victoria has, at Gippsland, some of the world's finest dairy cattle. She also has, in the irrigated areas of the lower Murray basin, good wheat and fruit lands.

Melbourne, with more than half Victoria's population of over two

million, is the State capital. It is a splendid city, standing at a point where the Yarra river enters Hobson Bay, with wide straight streets at right angles to one another, fine shops, imposing buildings in the modern style like the Royal Melbourne Hospital, electric railways, and beautiful parks on the outskirts. The best-known street is Collins Street, tree-lined like the boulevards of Paris and flanked by many handsome buildings. It is amazing to realise that all this began when Edward Henty settled at Port Phillip in 1834 with 22 cattle, 6 dogs, 2 turkeys, and 2 guinea-fowl.

Another and less welcome settler was the rabbit. Rabbits had reached Australia with the "First Fleet," but they did not become a serious menace until after 1859 when twenty



Australian News and Information Bureau

WHERE OVERSEAS LINERS BERTH

When Captain Arthur Phillip came to Sydney Cove in 1788, he described it as "the finest harbour in the world." To-day, the citizens of Sydney speak proudly of "our harbour" and it is certainly among the most magnificent that there are. In this picture we see Darling Harbour, Sydney, the berthing place for passenger and cargo vessels from far across the seas and oceans.

SYDNEY'S SANDS AND SURFS



THE NEW SOUTH WALES BATHING BEACHES

Surfers and bathers swim at Beach Bathing. The most famous of the bathing beaches of Sydney, the capital of New South Wales. On any one of these beaches there may be as many as ten thousand people in the water at a time.



ENJOYING THE SURF

Shark look-outs and life savers are features of Sydney's beaches unknown to the beaches of Britain where we spend our holidays. Most of us know the pleasure of bathing, but few of us ride the surf as this holiday maker does at Sydney where this particular sport is very popular.

wild rabbits arrived in Hobson's Bay on the clipper *Lightning*. Within six years, these two dozen had multiplied to over 30,000, overrunning Victoria, crossing the Murray, and doing untold damage. To-day, the rabbit is as much an outlaw in Australia as the bushranger was, and people can be punished for not ridding their land of these "noxious animals"

While in Melbourne, we should cer-

tainly visit the large animal sanctuary on Phillip Island and the botanical gardens for which Melbourne is famous. Even more remarkable is the sanctuary at Healsville, Victoria, which contains one of the best collections of Australian wild animals living under their natural conditions. North east of Melbourne is the National Park of Mount Buffalo from whose summit can be seen the natural grandeur of Australia's

Switzerland. Australia's highest mountain is Kosciusko (7,328 feet), in New South Wales, whose peak is snow-covered for seven months of the year. Like Mount Buffalo in Victoria, and Mount Wellington in Tasmania, Kosciusko is a favourite place for skiing and other winter sports.

Tasmania

Tasmania is the smallest State in the Commonwealth of Australia, with a population of about 290,000, and is called "Tassy" by Australians. Tasmania is a favourite tourist centre. Its climate is like that of our own country, and the fruits for which it is famous are much like those we grow in Britain. Tasmanian apples are especially renowned, and the chief orchards are near *Hobart*, the State capital.



Australian News and Information Bureau

RUSSELL STREET, MELBOURNE

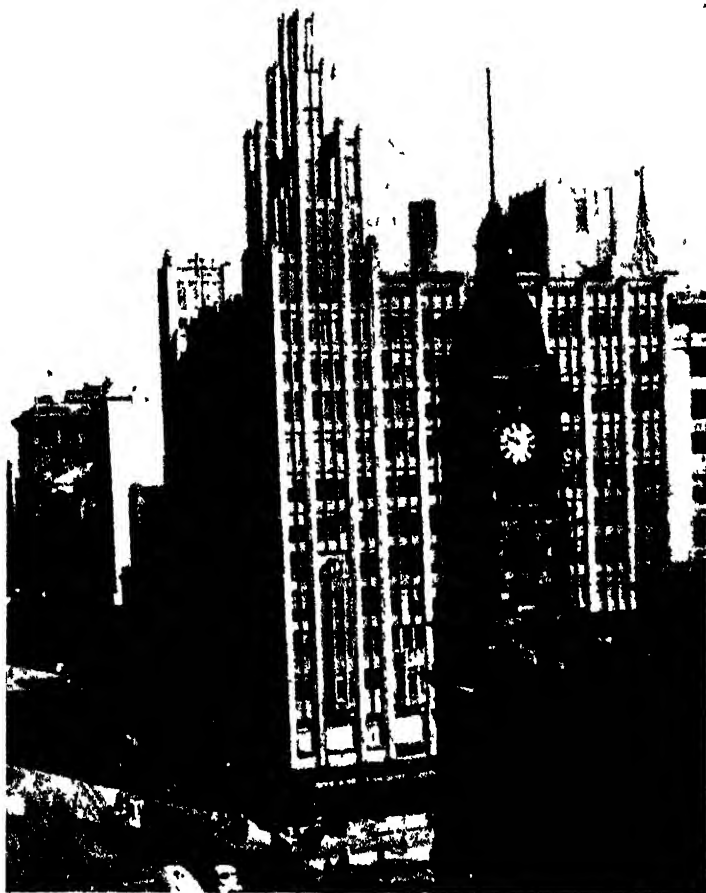
Melbourne, capital of Victoria, has a population of nearly 1½ millions, more than half of the State's total population. This picture of Russell Street shows typical types of building that grace this fine city. The church is the Scots Church. Next to it is the modern office block of an insurance company.

Hobart is on the deep estuary of the Derwent, with Mount Wellington behind it. Like Sydney, Hobart can receive large vessels into its very heart, and it is a city of quieter streets and earlier buildings. Once Hobart's land was covered by dense forests, and tracts of these still remain at such beauty spots as Hobart's National Park, with its magnificent Russell Falls, and in the Lake St. Clair reserve.

The Commonwealth Capital

The honour of being the capital of the Australian Commonwealth falls upon *Canberra* which stands in its own "Federal Capital Territory" whose beautiful scenery includes several peaks over 5,000 feet high. The Commonwealth Parliament moved to Canberra in 1927, making Canberra a planned capital where nothing is allowed that is not in keeping with the plan. Canberra is still being built. Its streets will radiate from a magnificent Capitol, and from other important points in its austere geometrical layout. When Canberra is complete, Australia will have one of the most beautiful capital cities in the world—a fitting jewel to the rich setting of the Commonwealth of Australia.

Australia is a vast island continent



COLLINS STREET, MELBOURNE

Melbourne the capital of Victoria stands at the mouth of the Yarra river and was the home of the Commonwealth Houses of Parliament before Canberra was built. Melbourne is a well planned city with the streets arranged at right angles to one another. In this photograph is seen the intersection of Collins Street and Swanston Street, known as Town Hall Corner. Manchester Unity Building faces the Town Hall (right).

whose economy centres mainly round wool. Second in importance comes farming in its broadest sense, and then follows a wide range of manufacturing industries. We think, quite rightly, of Australia's great exports of wool, wheat, meat, fruit, and dairy produce; but we must not forget that she has expanding industrial resources whose output was valued in 1944 at nearly 900 million pounds.

At one time nearly all the manufactured goods in Australia came from other countries, but she is now making

more and more of them herself. The increase in her industrial production and in her agricultural production, too, for that matter, was speeded up during the war when the Commonwealth became a great arsenal, not only for Britain, but for the Allied armies fighting in the South-West Pacific. To day, many of the factories which began as war plants are being developed and extended to supply the needs of a continent at peace. Australia's fac-

ories are fine, modern places, and one of the Commonwealth's great needs is skilled craftsmen who will help her develop her young, but sturdy industries.

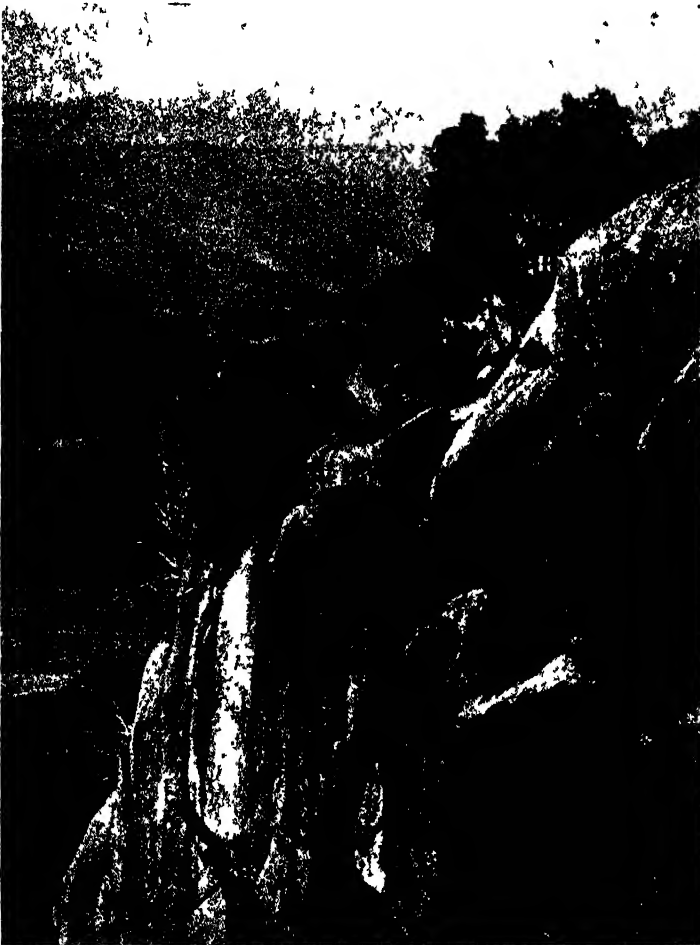
The importance of Australian gold, mined by the most up-to-date methods at such centres as *Kalgoorlie*, *Bendigo*, and *Ballarat* is equalled by that of lead, silver and zinc for which *Broken Hill* in New South Wales is famous. These metals are also mined at

Zechar and *Mount Lyell*, Tasmania. Copper is mined in the mountains of Queensland and Tasmania.

But industry relies upon coal and iron, and these are found in plenty in the Commonwealth.

The richest coalfield is the New South Wales Coal Basin which extends from *Newcastle* and *Maitland* in the north to *Wollongong* in the south, and as far west as *Lithgow*. There are other coalfields at *Ipswich* south-west of Brisbane at *Collie*, in Western Australia and in *Tasmania*.

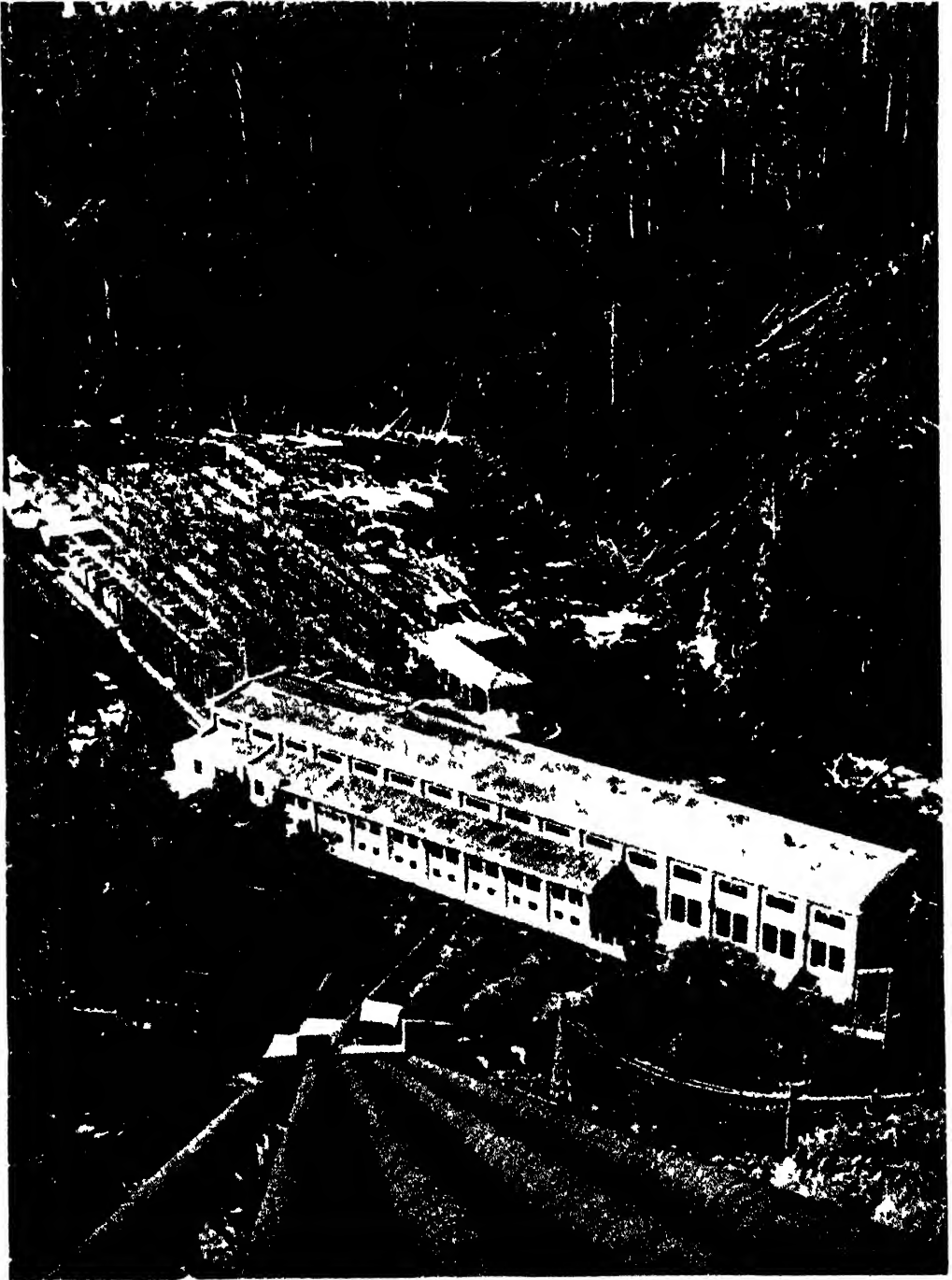
One of the most famous iron deposits is at *Iron Knob*, near *Port Augusta*, where there is literally a great hill of iron, and whence ore is shipped to the great iron and steel works at *Newcastle*, New South Wales which, with the steel works of



IN MOUNT BUFFALO NATIONAL PARK

North-east of Melbourne are the Australian Alps which run across the State border into New South Wales where stands Kosciusko, Australia's highest mountain. In the Victorian part of the Alps is Mount Buffalo (4,500 feet) and the Mount Buffalo National Park where this picture was taken. The wall of rock drops abruptly for a thousand feet to forested Buffalo Gorge, its sharp descent followed by the tumbling waters of Crystal Brook.

WHITE COAL' FOR TASMANIA



Australian National Information Bureau

Tasmania, the smallest State in the Commonwealth of Australia, is essentially a water power country where lakes and rivers are harnessed by such power stations as the one at Furdleigh shown here. With four turbines working, 485 million gallons of water pass through the station each day.

Notice the great penstocks, or pipes, which convey the water

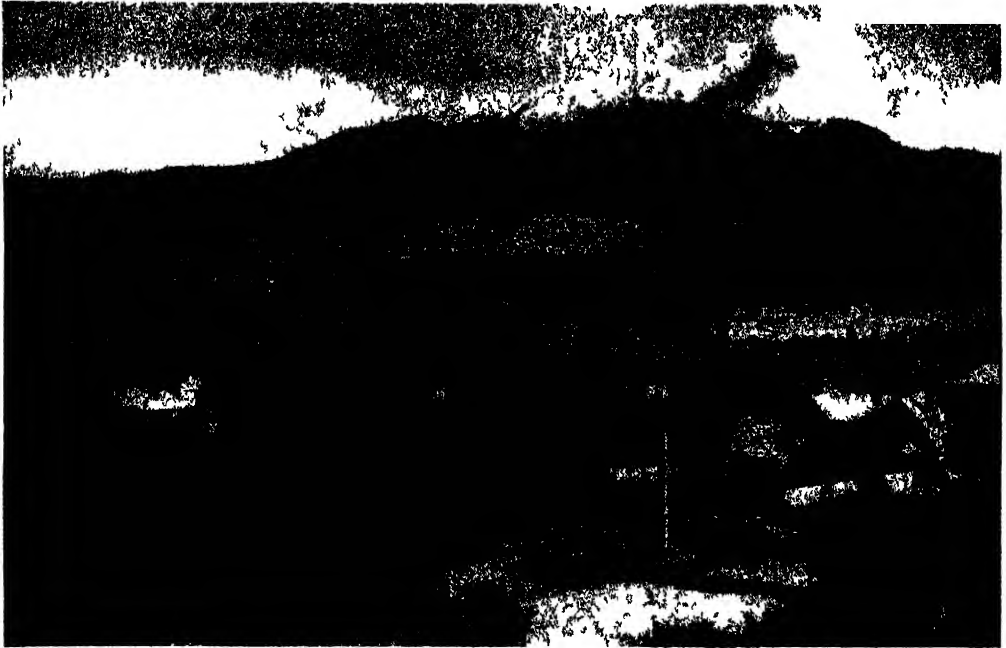
Wollongong, employs more than 10,000 men. Other iron ore centres are *Cadia* and *Carcoar*, not far from Lithgow, and *Whyalla*. To *Whyalla*, an important smelting centre, water is piped from the river Murray along a pipe-line 240 miles long.

Geologists think that the supplies of ore at Iron Knob may not last for more than fifty years. This is one of the reasons why the vast deposits at *Yampi Sound*, Western Australia, are being rapidly exploited. The iron ore here is on two islands—Cockatoo and Koolan, and on the former it is already being worked, specially built ships carrying the ore to the eastern States for smelting. It is estimated that there are 20 million tons of ore above high water level, and another 20 million tons just below. The annual yield of *Yampi Sound* is expected to be about a million tons.

Picture Cockatoo Island, washed by the waters of *Yampi Sound* on the south and by the Timor Sea on the

north, a little under four miles in length, and just over a mile across at its widest point. Seven million Australian pounds are being spent on the development of this rugged island, where a forbidding 400-foot-high cliff of iron ore is now being worked.

Special machinery, of course, is needed and to the island have been brought giant electric shovels, heavy American trucks (each capable of taking a load of 26 tons), and elaborate machinery for crushing the ore and loading it from the specially-built jetty. Specially-built is the phrase which seems to summarise most of the activity on Cockatoo Island, for not only plant has had to be provided but roads and homes for the men who are working there and their families. Water has had to be brought to the island by barge from the mainland, and so have fresh fruit and vegetables, since Cockatoo Island has not enough soil for these to be grown.



HOBART AND MOUNT WELLINGTON

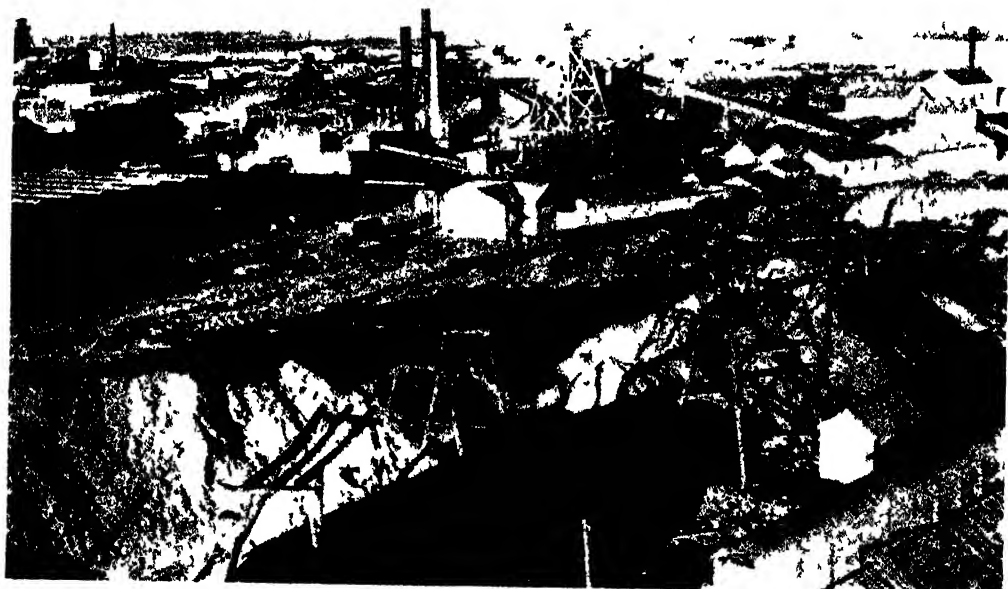
Hobart, the capital of Tasmania, has a harbour that for depth and beauty rivals that of Sydney. Beyond Hobart, at which the largest ships berth, is actually in the heart of the city. Beyond Hobart looms majestic Mount Wellington, seen in this picture with clouds dusting its summit.

MINING IN WESTERN AUSTRALIA



Agent General for Western Australia

This is Arbitration Cove on Koolan Island, one of the rich iron ore islands of Yampi Sound. Activity is greatest on neighbouring Cockatoo Island whence specially built ships take ore to Newcastle and Port Kembla in New South Wales.



Australian News and Information Bureau,

This picture shows part of Kalgoorlie's 'Golden Mile,' so called because it was said to be the richest gold-yielding area in the world. Water scarcity added to the hardships of the early miners, and not until water was piped 350 miles into the desert was the future of Kalgoorlie assured.

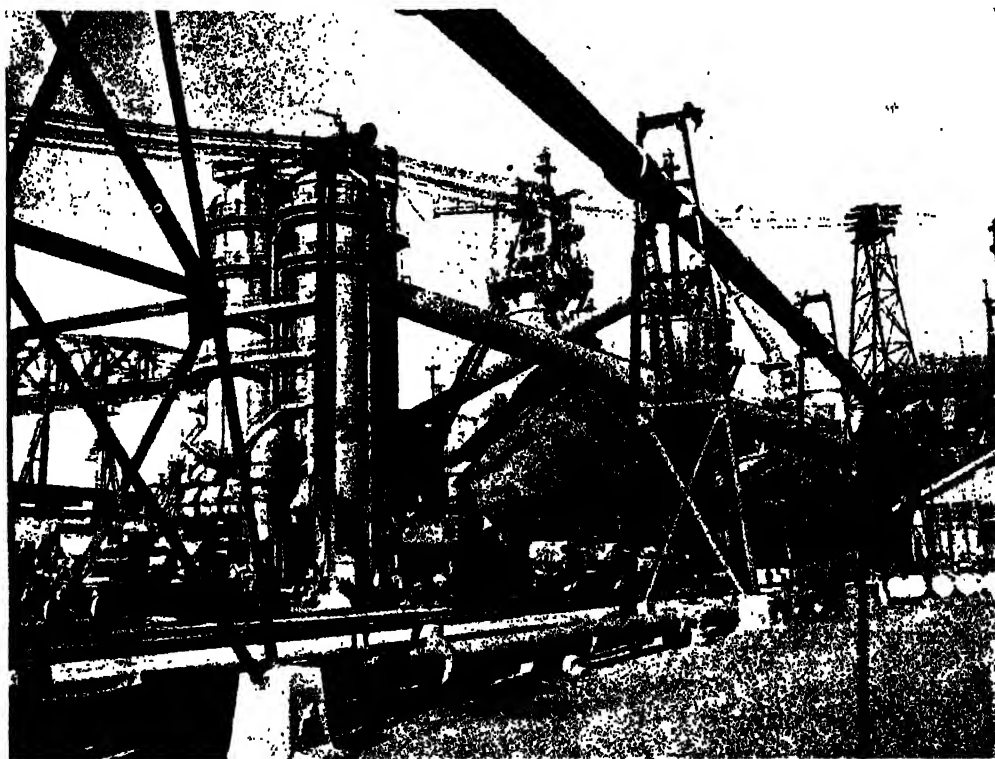
Australian Mills and Factories

As we now know, the Commonwealth's great primary industries are sheep-rearing; wheat growing; dairy produce; cattle; sugar; and fruit-growing—in that order. We have seen, too, that Australia has mineral wealth and growing heavy industry. What is amazing—some writers have actually described it as a revolution—is the way in which Australian secondary industries have developed in recent years. As may be expected, the Second World War spurred Australians on to produce for themselves the goods and commodities they could no longer get from elsewhere; but before the war began, the steady increase in secondary industries was gathering speed.

Australia now produces her own railway rolling stock, almost entirely from Australian materials. Ipswich,

Queensland, being one of the main centres. She manufactures, too, cars and agricultural machinery, and builds and repairs ships at such places as Cockatoo Island in Sydney Harbour. Australia has many textile mills producing woollens and tweeds, cotton yarns and cloths from raw materials grown in the Commonwealth. In 1950 there were 41,588 industrial establishments, employing 917,661 workers who earned just on £396,000,000.

Already rich in raw materials for her growing industries, Australia may add further to her wealth by the discovery of oil. Hitherto, oil has eluded geologists in Australia, but early in 1949 it was reported that one of the world's largest potential oilfields had been located in a 5,000 square mile belt around the North-West Cape and Exmouth Gulf area of Western Aus-



Australian News and Information Bureau.

NEWCASTLE, AUSTRALIA'S CITY OF STEEL

In New South Wales, nearly a 100 miles north of Sydney, is the great steel centre of Newcastle, one of whose blast furnaces is shown here. These furnaces smelt the ore from such deposits as famous Iron Knob in South Australia and recently-developed Yampi Sound in Western Australia.

AUSTRALIA

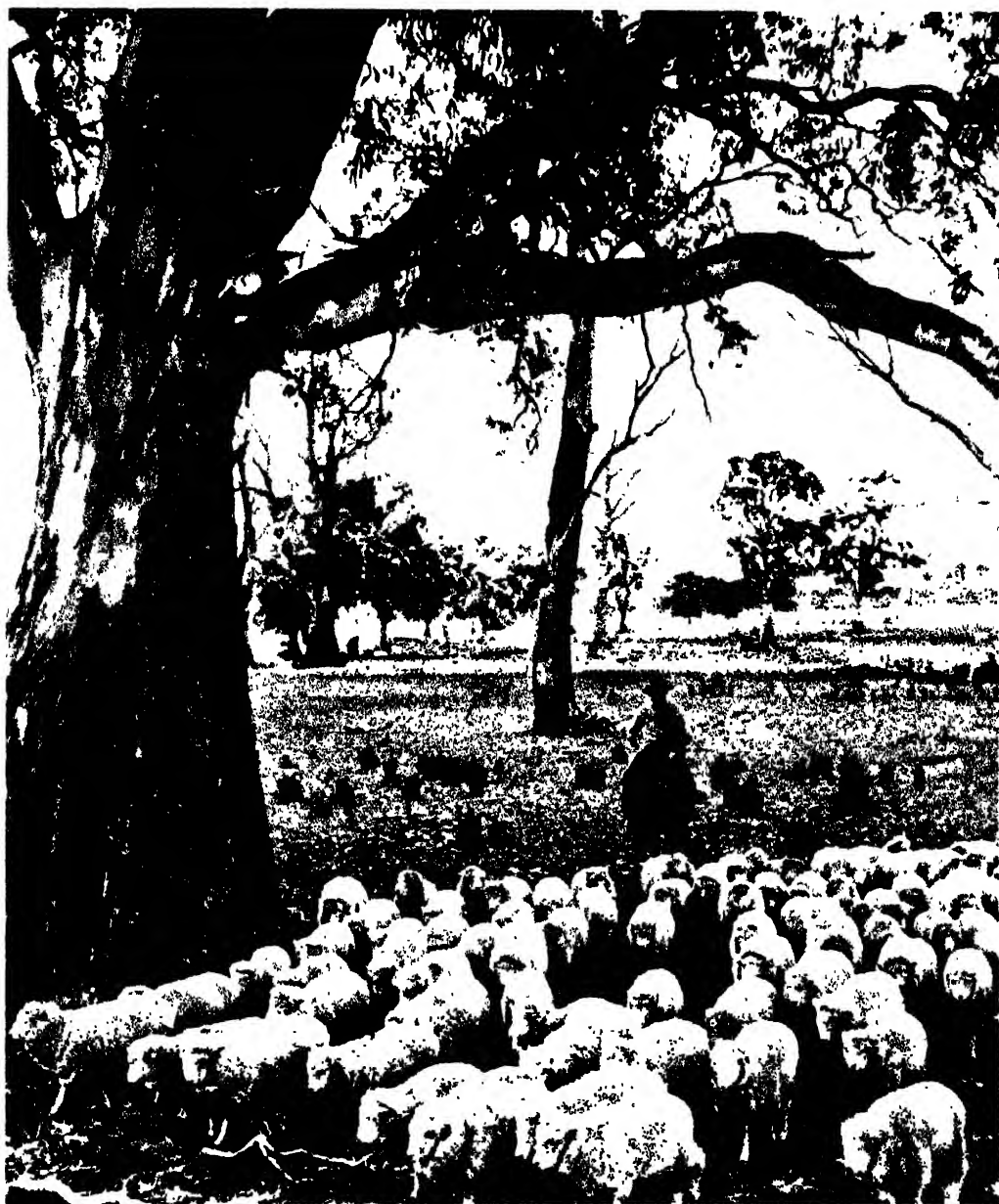


Photo: Australian News and Information Bureau

Although the development of heavy industries has made rapid progress in recent years, Australia is still largely concerned with pastoral and agricultural products. Today her wool production easily surpasses that of any other country in the world. There are about 109 million sheep on the farms and the value of the wool clip is over £65,000,000 a year. Here we see a drover with some of his charges on a sheep station in the State of Victoria.

TWO AUSTRALIAN STATE CAPITALS



Captain Phillip, first Governor of New South Wales, was the real discoverer of Sydney Harbour in 1788, and he described it as "the finest natural harbour in the world," a statement no one would contradict even today. It was Phillip who founded and named the city after Lord Sydney. Today it is the largest city of Australia and capital of New South Wales. The view above is of Sydney Harbour from Macquarie Street.



Photos: Australian News and Information Bureau

Perth, a photograph of which is shown above, is the capital of Australia's largest but least populated State, Western Australia. The city is built on both shores of a broad reach of the Swan River, some twelve miles from its mouth, and its founders in 1829 had a wonderful eye for the preservation of the natural beauty of the district. At the back of the city are the Darling Ranges and a great national park and bird sanctuary.

TASMANIA—AUSTRALIA'S ISLAND STATE



It was a Dutchman, Tasman, who first discovered the island that bears his name in 1642, but he named it Van Diemen's Land. Nor did he know that it was an island and no one troubled much about it until 1802. In that year the Governor in Sydney sent a party across to take formal possession and settlement began in 1803. Our photograph is of Eaglehawk Neck, Tasman's Peninsula.



Tasmania is separated from the mainland of Australia by the Bass Strait, 140 miles wide, and the island itself is mountainous, some of them being clothed almost to their summits with wonderful forests as may be seen in this picture, taken on the River Derwent at New Norfolk, Tasmania. Hobart, the capital, on the south side of the island, stands on the Derwent, some twelve miles from its mouth.

Photos: The Agent General for Tasmania

AWAITING THEIR TURN WITH THE SHEARER



The vast numbers of sheep on the Australian continent have been of inestimable value to the peoples of Europe and Asia in the years following the war. The average wool clip each year exceeds a thousand million lb., and each sheep produces, on an average, rather more than 9 lb. Here we have a typical scene on an Australian station with the sheep penned near the shearing shed, waiting to be shorn.



Cattle raising is another great Australian industry, and our photograph shows a herd of cows against the background of Mount Kosciuszko, New South Wales.



Photos Australian News and Information Bureau
Here are seen two Australian axemen in the coachwood forests of New South Wales. They are mounted on boards, felling the tree for timber which will be made into plywood.

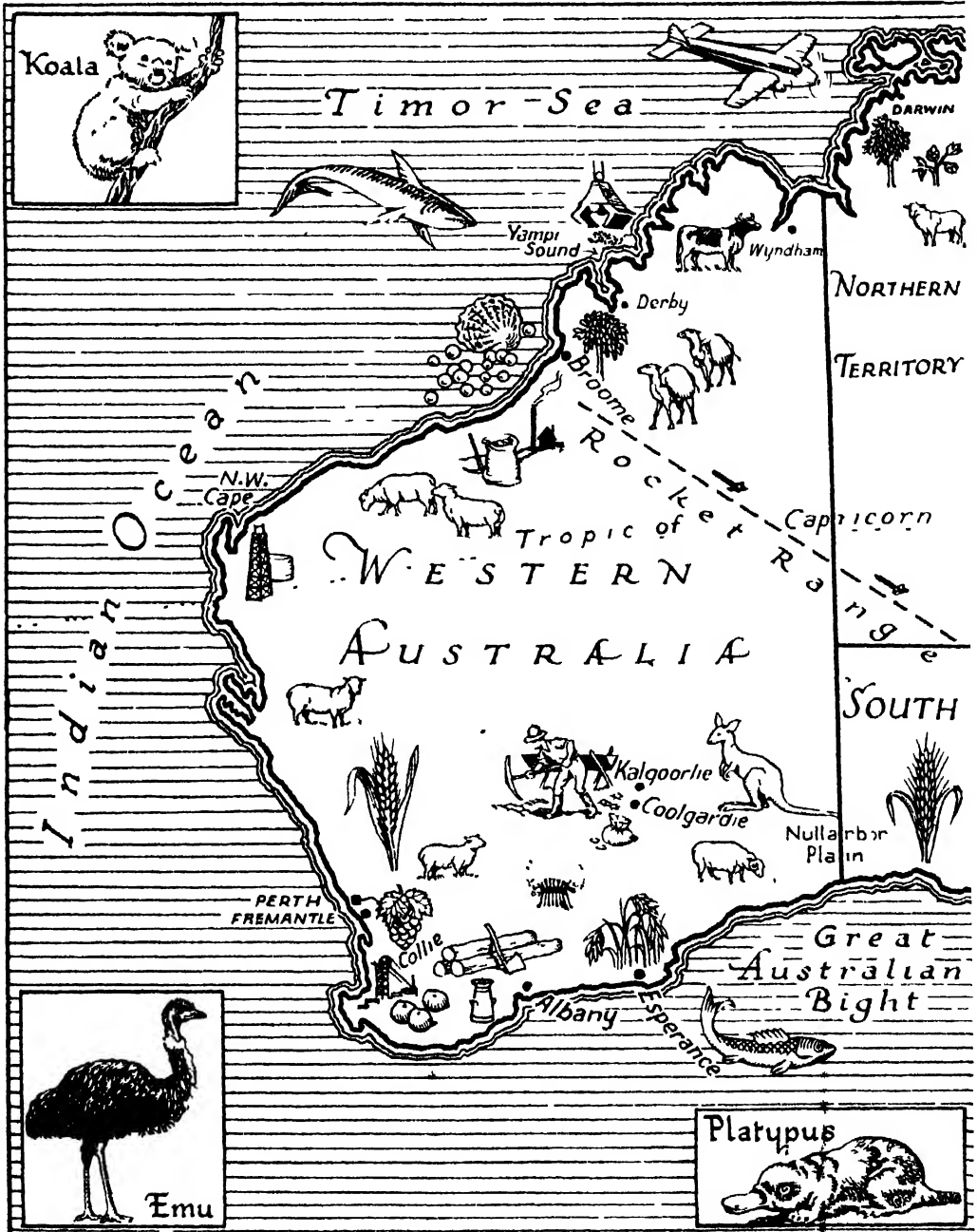
IN THE BLUE MOUNTAINS



Aerial view New South Wales Information Bureau

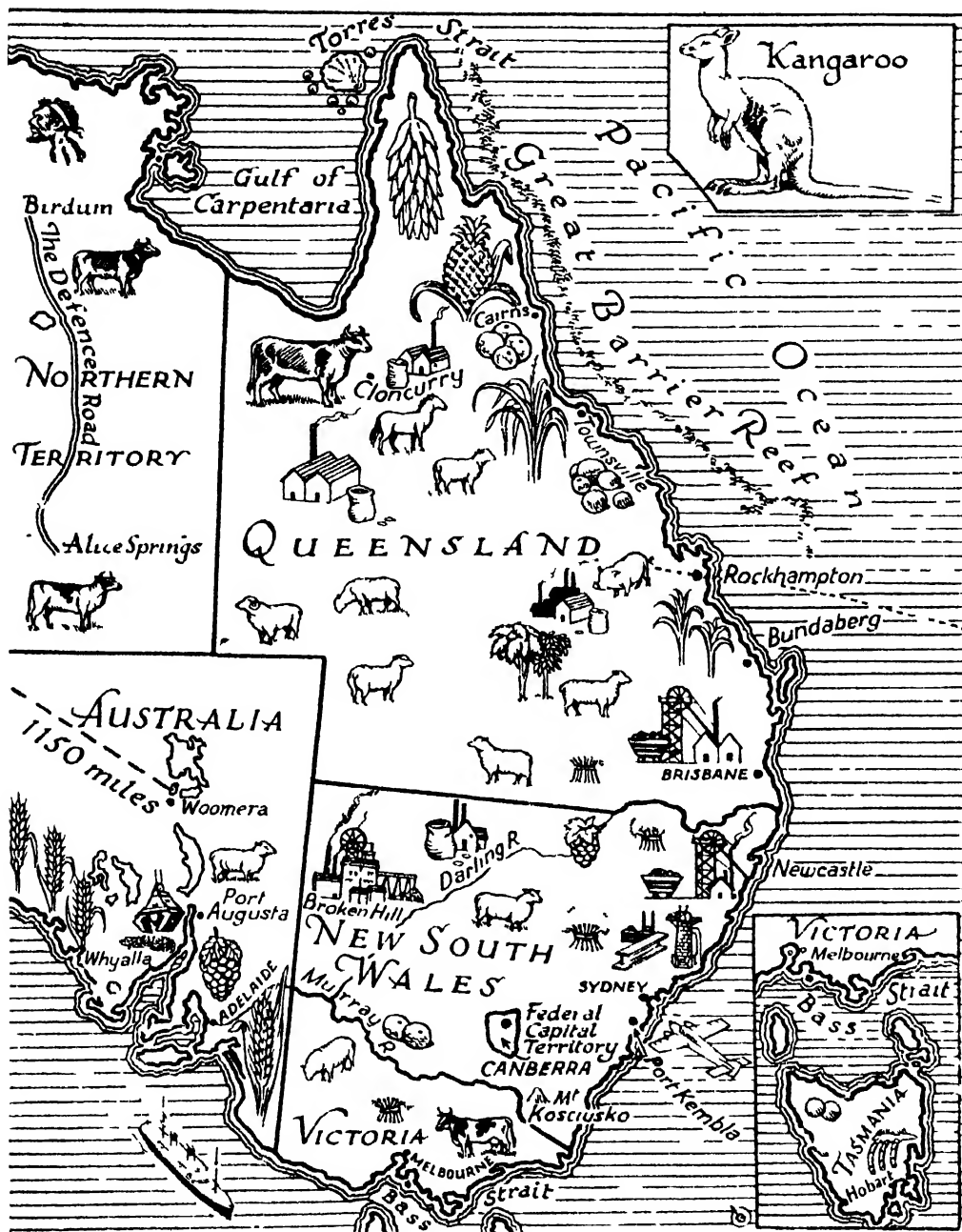
A spur of the towering mountain wall known as the Great Dividing Range, the Blue Mountains in New South Wales run almost parallel with the coast. The peaks which average about 3,000 feet are in places covered with eucalyptus forest, and were long thought to be an impassable barrier. As the sun plays on this rugged sandstone mass the whole scene is transformed into a wonderland of light and blue mist from which the range takes its name—the Blue Mountains.

AUSTRALIA—SOME PLACES AND



Here are the States of the great island continent with some of their towns, cities, and products. Bear in mind though that the industries and activities represented are probably not the only ones in the particular state concerned. Western Australia (above) is sometimes called the loneliest State because it is separated from the others by the desert and the Great Australian Bight. The oil symbol just below the North West Cape indicates the position of one of the largest potential oilfields in the world where development work has now begun. Notice, too, that this State plays an important part in the Guided Projectiles, or Rocket, Range where tests of this new type of propellant and weapon are being made.

PRODUCTS OF THE COMMONWEALTH



Even busier is the eastern part of the Commonwealth where we see the Northern Territory and the States of Queensland, New South Wales, Victoria, Tasmania and South Australia. What a range of industry is covered—from the pearl shell of the Torres Strait and exotic fruits of tropical Queensland to the iron and steel of Newcastle in New South Wales, and the wines and wheat of South Australia! Besides her tropical fruits, Queensland has rich grain lands and mining areas. New South Wales has its mines, too, but here we think of sheep which are mostly west of the Great Dividing Range and in the basin of the Darling Murray rivers. Victoria is an equally versatile State, while Tasmania is noted for its apples and has abundant hydro electric power.

trial and drilling has now begun. Of little less importance in these days of intensive research into atomic energy is the recent discovery that Australia has big quantities of uranium and thorium as well as other rare metals.

Australian Territories

North of Cape York, across the Torres Strait, lies New Guinea, where there are still large tracts of unexplored territory. About half of this island is now administered by the Australian government and it is due to Australian enterprise that such goldfields as Fide and Bulolo were opened up.

Papua, the south-eastern part of the vast island of New Guinea may one day be an enormously rich territory. There is mineral wealth, rich soil and good rainfall, many varieties of useful timber, and a pearl-fishing industry which is capable of development. The Papuans themselves are a primitive people who once opposed the white man's penetration of their land with bow and arrow, stone club and spear. Many of their villages are organised on a communal basis, the men living apart from the women and children in their own houses.

Here the old beliefs persist. Every Papuan village has its witch doctor, who alone is powerful enough to drive away evil spirits with charms and offerings.

Besides Papua and New Guinea Australia has about half of the great Antarctic continent with which we at once link such names as Scott, Shackleton, Mawson, and Wilkins. In these desolate regions, research stations are maintained by the Australian government and one day perhaps, a way will be devised to extract the coal and plutonium which are known to exist beneath the ice and snow. For the present, investigation of these regions lies in the hands of the Australian Antarctic Research Expedition which, in 1948, set up on lonely Heard Island the first permanent research outpost. This outpost is one of several set up for scientific investigation and meteorological purposes. Its first staff numbered only twelve.



A MAN'S JOB

Despite the puzze of the year, this veteran stockman rides as proudly and erectly as ever. His is a hard but healthy life in the great Australian outdoors and the job he does is not one for a weakling. Australian stockmen do not use lassoes; their work with the herds is done with dogs and horses.

WILD LIFE IN AUSTRALIA



Australian New Guinea Birds of Paradise

FIERCER THAN THEY LOOK

The capricious bird mainly in South Island, New Zealand and in a small part of the North Island. The bird is called Kaitiaki. It is a very fierce bird and often kills its own kind. The plumage is very beautiful and the bird is a relative of the Australian parrot.

ABOUT twenty years after the "First Fleet" under Captain Phillip had arrived at New South Wales, a young pathfinder reached the Blue Mountains and discovered a strange furry little animal about two feet tall, with grey-brown fur, a snub nose, perked bushy ears, and no tail which the aborigines called the *cullareine*. To day the *cullareine* is known as the koala bear (although it is not strictly a bear), and is loved the world over for who could help loving these gentle, cuddlesome little fellows?

Koalas and Kangaroos

The koala is the teddy bear come to life. He is one of the most popular little animals of the Commonwealth of Australia where he is protected by law to avert the danger of extinction. In the past, millions of koalas have been shot for their pelts, and for what the hunters called "sport," but now they are cared for in special nature reserves, for Australians feel that their beautiful continent would not be Australia without koalas to climb the trees.

The koala is only one of the Australian

animals which have become extinct, or possibly never existed, elsewhere. The most widely-known Australian animal is, of course, the kangaroo, of which there are about sixty different types. Kangaroos are very tiny when they are born and live for a time in their mother's pouch. But when fully grown some of them are nearly six feet tall and can hop along on their hind legs at forty miles an hour, leap thirty feet, and jump nine feet. Some kangaroos even climb trees.

The opossum, which the Australians called the "possum," nests in the trees, sleeping by day and coming out at night. The ring-tailed possum has a tail 14 ins. long—half as long again as he is himself—and this comes in handy when he wants to hang from the trees. In Australia too you can see the Goanna lizard which is the largest of the 200 kinds of Australian lizards. The Goanna is sometimes seven feet long and lives on eggs which he steals from birds' nests and on the birds themselves if he can catch them. Its name comes from Iguana but it is not really a member of that family but to the Monitor lizards.

Australia also has wild dogs, called Dingoes, which raid the sheep runs at night and do a lot of damage. Another savage animal is the Tasmanian Devil, named after the only State where it is found. It lives like a badger in a burrow and hunts by night.

But the strangest of Australian animals is the platypus, which is thought to be one of the most ancient species of animal still alive. The platypus has a soft furry body, the thumb-shaped tail of a beaver, webbed feet and a rubbery duck's bill. It lays eggs, provides milk for its young,

lives in a burrow, and finds its food in the water.

Australian Birds

The most famous of Australian birds is the Kookaburra, or Laughing Jackass, whose derisive call seems to mock everyone who hears it. The Kookaburra's head is almost as big as his body which has a downy grey waistcoat, brown feathers, and wings speckled with pale blue. He is a brave little bird and will seize a snake in his strong beak, fly up to the treetops and drop the snake on the ground, doing this again and again until the snake is dead.

The Lyre Bird gets his name from the unusual shape of his tail. He is about the size of a chicken and is a fine singer and mimic. He can imitate, not only forest sounds, but any noises that he hears, and will practise new imitations for hours until he has them perfected.

The largest and stateliest of Australian birds is the Emu which is about seven feet high and has brownish black plumage, small wings, and a very short tail. The emu cannot fly, but it does swim and it can run almost as fast as a kangaroo can hop. Young emus, with their vivid black and white striped feathers, come from dark green eggs hatched out not by their mother, but by the male emu.

There are other interesting birds—the Bell Bird, whose silver-voiced call gives him his name, and the Whipbird which whistles and then makes a noise like the crack of a whip, the Bower Bird which likes brightly-coloured things, and the Scrub Turkey. More common is the black-and-white magpie, whose song is a delight to hear. And, if we have not already found wild life in Australia sufficiently interesting and unusual, there are in Australian waters several kinds of really remarkable fish.

Unusual Fish

Australia's unusual fish include the Lung Fish, which sticks its head out of the water every so often to snatch a

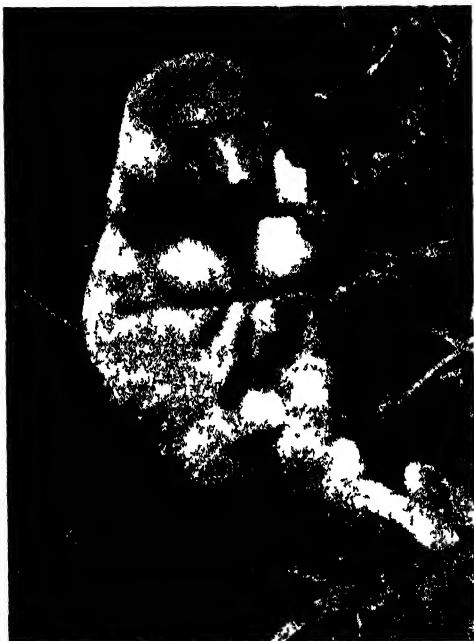


Australian News and Information Bureau.

CURIOUS GRASS TREES

Only in Australia will you find these Blackboys, or grass trees, which are between 6 and 8 feet high. Their whitish flowers grow on a long stalk or upright spike which increases the height of the trees, sometimes to as much as 12 or 15 feet.

IN AUSTRALIAN WOODLANDS



Copyright

This odd-looking fellow is the cuscus. About the size of a cat, it is known for its offensive smell. Notice its curled tail.



Australian News and Information Bureau

About 2 feet in length, the Wombat carries its young in its pouch like the kangaroo. Its long, coarse coat is buff to almost black in colour.



Copyright

This is the satin bowerbird which likes to decorate its bower with blue and yellow objects such as shells. It dislikes anything red.



Australian News and Information Bureau

In summer time the bulging trunk of this unique Australian Bottle Tree may contain as much as eighty gallons of stored water.



TALLER THAN HE IS!

This young fellow does not seem to be tall, would he? In strange spots, even taller, but they are taller than he is. When they are fully grown these emus will be about 7 feet tall. The largest and stattiest of Australian birds, emus cannot fly, but they can swim, and run almost as fast as a kangaroo can hop.

breath of air—the Sucker Fish which moves around by attaching itself to other sea creatures such as turtles—the Angler Fish who catches his food with a rod, line, and bait dangling from his mouth—and the Archer Fish which knocks the small insects that are its food from overhanging river branches by spitting at them.

Australian forests are redolent with the distinctive smell of "gum trees," or eucalyptus, of which there are nearly four hundred types. These trees provide little shade because their leaves hang perpendicularly and not vertically. One of the most unusual trees is the Bottle Tree which gets its name from the bulging shape of its trunk in which it stores, during the summer, as much as eighty gallons of water.

Australia's National Flower

The Acacia is the most famous of Australian tree families, and to it

belongs the Wattle flower (known to us as mimosa) which is the national emblem of Australia. Wattles are a distinctive feature of any Australian landscape and may be low-growing shrubs or trees eighty feet high. They grow in the bush and in the desert, and in some parts of the continent form dense forests. Their foliage runs from soft greys and silvers to pale and dark greens and their flowers—white, gold, or deep orange—cluster like the bristles of a tiny shaving brush. Wattle Day, when these flowers are sold for charity in the towns and cities of the Commonwealth is an Australian institution.

The Wattle is one of the 7,500 kinds of wild flowers found in Australia. When spring comes, the bush is alive with brilliant blossom—wattles, scarlet Bottle Bushes, green Bird Flowers, the crimson Waratahs with their vivid green leaves, scarlet Christmas Bells, Desert Peas, and blue Lilly Pillies.

The Story of the World and its Peoples



Countries of the British Commonwealth of Nations



A MAORI WAR DANCE

The Haka at the Haka Ground, New Zealand

Present day Maoris are descended from the original inhabitants of New Zealand, the fierce and warlike natives who lived there when Captain Cook first sailed around the island. To day there are over 100,000 Maoris in the Dominion. You see some of them above in traditional kilt like costume giving an exhibition of haka, or war dance.

NEW ZEALAND

THE Dominion of New Zealand is often called "the Britain of the South," not only because it is the home of more than a million and a half people of British race, but also because like the British Isles, New Zealand consists of an island group on the edge of a great ocean, and largely in the west-wind belt.

Early Explorers

But New Zealand is not *exactly* at the opposite point of the globe to Britain, as we can easily discover if we look at the latitudes within which it lies. North Island is in similar latitudes to those of middle and Southern Spain, and South (or Middle) Island is in latitudes corresponding to those of Northern Spain and Southern France. This is important because it largely

explains why the climate of New Zealand is, on the whole, warmer and sunnier than ours.

Again Britain is on the eastern side of the great ocean, but New Zealand is on the western side of the Pacific, and is 1,200 miles or so from the nearest continent, instead of being only about 21, as is the case with Britain and Europe.

Tasman, who had charted much of the southern shores of Australia, discovered and mapped a small part of the great northern peninsula of North Island about the middle of the seventeenth century and gave New Zealand her name. One hundred and thirty seven years later Captain Cook sighted the eastern shores of New Zealand and conjectured that it must be part of the great southern continent which the

geographers of his day believed to exist. He sailed north round the cape which Tasman had named after the daughter of Anthony van Diemen, Governor of the Dutch East Indies, and then voyaged south along the western coast of North Island until he found a wide passage leading east again. This was Cook Strait.

Cook and the Maoris

So the land he had seen was a large island, and not part of a great southern continent, for he had sailed round it. Cook then circumnavigated South Island (1770) and passed on to explore the eastern shores of Australia. But he had learned enough about New Zealand to astonish people at home with his descriptions of the native people, the plants and the creatures of the new islands far away on the other side of the world.

He found the islands inhabited by the fierce and warlike Maoris, who

lived in "pahs" or villages surrounded by high, strong palisades. "They are a strong, rawboned, well-made, active people rather above the common size," he wrote in his journal; "they are of a dark brown colour with strong white teeth. Both men and women paint their faces and bodies with red ochre mixed with fish oil. They wear ornaments of stone, bone and shells at their ears, and about their necks, and the men generally wear long white feathers stuck upright in their hair."

To-day over 100,000 of the Maoris still live in New Zealand, principally in North Island. They have their own land, their own schools, and their own representatives in the Dominion Parliament. Many are wealthy, progressive and influential citizens of the British Commonwealth.

A Treaty with the Chiefs

Captain Cook actually annexed New Zealand, but the British government



The High Commissioner for New Zealand.

THE "HONGI," A MAORI GREETING

When Maori friends meet they may perform the "Hongi," pressing their noses together and murmuring sounds of pleasure at the meeting. The Maoris are descended from people of the Polynesian islands who voyaged to New Zealand in sea-going canoes some centuries ago. Their modern descendants are Christians and a happy and contented people.

MAORI GAMES AND DANCES



These Maori children at the Native School, Whakarewarewa, are playing a hand game. Cultured and charming the Maoris have a splendid soldiering record. They have their own representatives in the Dominion parliament and some of them have become important and affluent Dominion citizens



The High Commissioner for New Zealand

These Maori women are performing the romantic 'pori' dance. The dance tells the story of the voyage from Polynesia to New Zealand. Starting with the launching of a long canoe, it goes on to show in actions the buffeting of the canoe in a storm, how the canoe was saved from wreck, and the eventual landing on the beach of a new country.



Mitre Peak, New Zealand

MITRE PEAK, MILFORD SOUND

It is easy to see how this beautiful peak, overlooking Milford Sound, got its name. It rises sheer from the calm waters to a height of 5,560 feet. The Sound itself, fourteen miles long and over 1,000 feet deep in some places, is an old glacier bed. Around its shores is some of the most beautiful scenery in New Zealand.

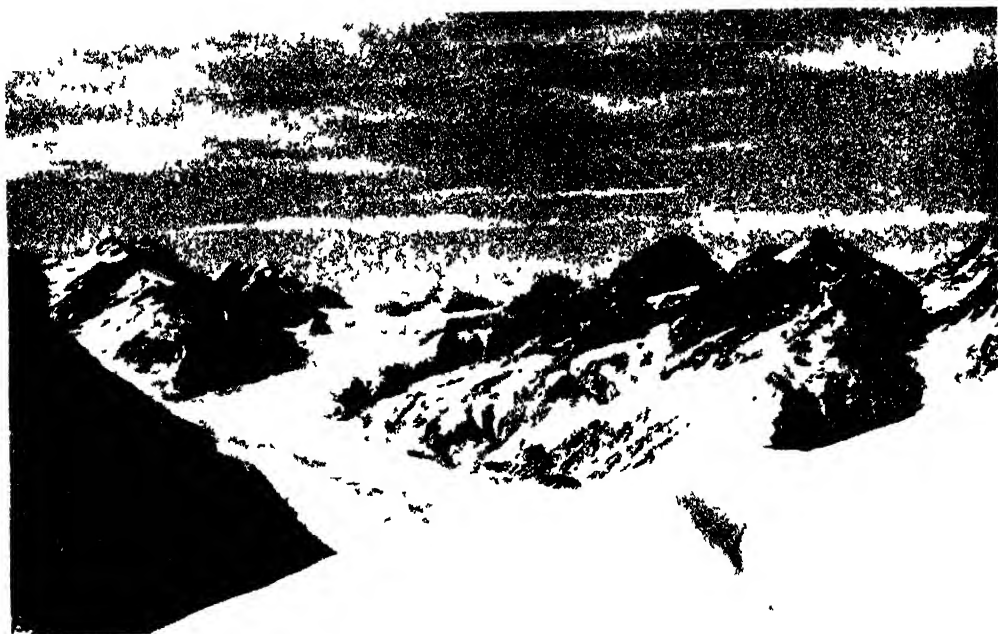
of his time had no interest in his discovery. Other explorers and navigators, French, Spanish, Russian and American, came to New Zealand: and whaling ships, and merchantmen after flax and timber, and before Samuel Marsden and a group of English missionaries landed, in 1814, to spread peace and Christianity among the fierce Maoris. It was not until 1840 that Captain Hobson was sent to annex the country to the British Empire: a move made to forestall a French colonising company which planned to take possession of New Zealand. Captain Hobson landed in the Bay of Islands and made the Treaty of Waitangi with the native chiefs who accepted British sovereignty in return for the guarantee of their rights and lands. The first British settlers, a shipload sent by Wakefield's New Zealand Company, arrived almost as soon as Hobson did.

New Zealand was granted self-government in 1852 and four years later had its own parliamentary system with Auckland as the seat of government (Wellington did not become the capital until 1864). For many years there were bitter conflicts between the settlers and the Maoris who fought fiercely under such leaders as Rewi and Te Kooti. By 1871, both sides had become weary of the struggle. The Maoris were exhausted and virtually defeated. The colonists wanted nothing more than peace in which to develop their country. Much progress had already been made. Sheep farming was spreading across the rich natural pastures of the country, and in North Island cleared forest land was being planted with English grasses. In South Island grain crops were almost as important as sheep rearing. Gold, too, was discovered in Auckland province and in the south and west of

IN THE SOUTHERN ALPS



New Zealand is a magnificent country with widely varied scenery. The mountain peaks of South Island are known as the Southern Alps. Its highest peak, Mount Cook, is shown above. It is more than 12,000 feet high. The Maoris call the mountain "Araurua," which means "The Cloud Enceined."



Look Down into the New Zealand

New Zealand's Southern Alps are well named for their towering, snow peaks, deep valleys, huge glaciers and dark forests are very like those of the Swiss Alps. The finest glacier, the Tasman glacier, is seen in this picture. It is eighteen miles long, two miles wide in places, and up to 1,000 feet deep. Huts and hostels for climbers and trappers have been set up in the Southern Alps.

South Island, and New Zealand went through hectic gold-rush times. But her true wealth lay not in mineral deposits, but in the fields and pastures of her farms. All that is New Zealand to-day has come about through the industry of her farmers and the world markets which their meat, wool, cheese, and butter command.

New Zealand remained a colony until 1907, when the young and energetic country achieved Dominion status. Modern New Zealand is an independent and self-governing country of the British Commonwealth, built from mountain and forest and raised to prosperity through the skill of her sheep and dairy farmers. But though their achievements entitle New Zealanders to a just national pride, they have not forgotten the island group on the other side of the world whence their pioneer ancestors came. The New Zealanders are among the most

"intensely and patriotically British" peoples in the Commonwealth of Nations, loyal members of a great family whose welfare is ever dear in their hearts.

Splendid Mountain Scenery

New Zealand is a very beautiful country, and much of its fine scenery is mountainous. South Island has the great mountain backbone of the Southern Alps, whose highest peak, Mount Cook, rises to an altitude of over 12,000 feet. The Maori name for it is Aorangi, the "Cloud Piercer." This mountain backbone, which lies nearer the west coast than the east, is difficult to cross, but a railway links up the prosperous cities of the east coast with those of the west. There is a road by way of Arthur's Pass whose general direction is followed by the railway which goes through the Otira Gorge in a series of cuttings and tunnels, linking



The High Commissioner for New Zealand.

STEAMING MUD FLATS OF WAIOTAPU

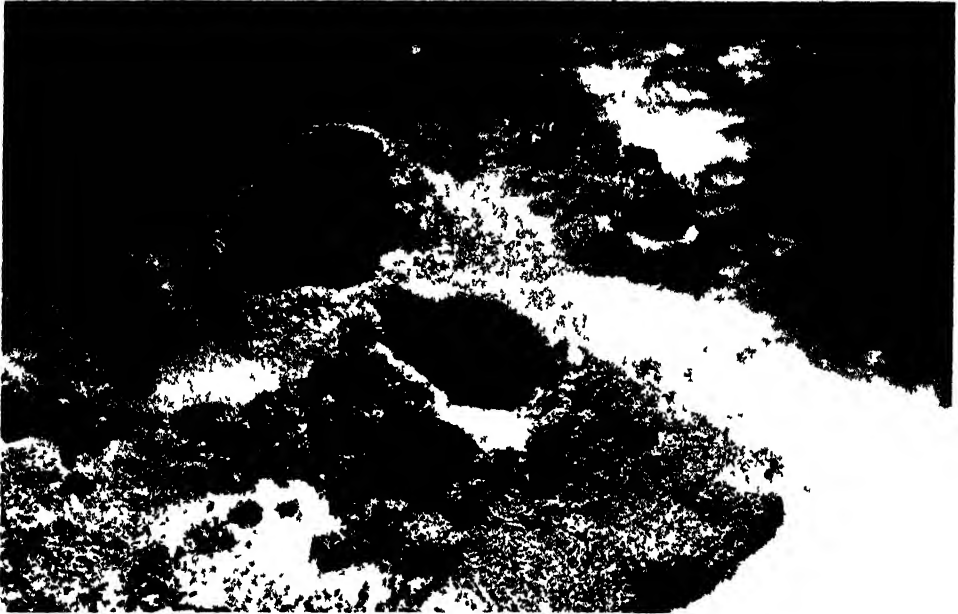
Rotorua, North Island, and the surrounding district form one of the great show-places and health centres of New Zealand. The amazing geysers, the spas and sanatoria, the interesting Maori life, draw visitors from all parts of the world. This picture shows one of the many weird forms which thermal activity takes in this natural wonderland.

A GEYSER IN ACTION



The High Commissioner for New Zealand.

This picture gives you a "close-up" view of the largest and most famous of the geysers of Whakarewarewa Valley. The great column of scalding water that you see has been thrown up by the geyser called Pohutu. On rare occasions, these geysers burst forth, throwing their scalding water anything up to 1,500 feet in the air and spewing forth black mud and stones: but for the most part, they are safe enough, if treated with respect, and in the very heart of this amazing region the Maoris have built villages, often on the very edge of steaming crevices or boiling pools.



A MUD VOLCANO IN WAIRAKI VALLEY

Wairaki Geysir Valley, North Island, can show you nearly every kind of thermal activity for which New Zealand's Rotorua district is world famous, including boiling springs, geysirs, numerous flow holes, and mud volcanoes. Here, where the ground quivers beneath you as you stop to marvel, nature is at her most violent and her most wonderful.

up Christchurch on the east with Hokitiki, Greymouth, and Westport on the west.

The Southern Alps are well named for their towering snow peaks, deep valleys, huge glaciers, and dark forests are very like those of the Swiss Alps, and every year those who love the mountains or seek the risk and thrill of hazardous climbing, go there for holidays, just as people flock to Switzerland. The finest glacier is the great Tasman glacier, which challenges comparison with any other in the world.

New Zealand's Fjords

In the south-west the mountains come steeply to the sea much as they do in Norway, and, as in Norway, the coast has undergone glacial action there in past ages, allowing the sea to invade the long deep-cut valleys and turn them into tortuous and narrow inlets

like the Norwegian fjords, steep-walled, profound, and still. The best known of these New Zealand fjords is Milford Sound. Some of them have the tongue-like ends of great glaciers within 600 feet of the sea, and yet with graceful tree ferns spreading their curling fronds within sight of the glacier ice—a sight to be seen nowhere else in the world.

Natural Grass-lands

The Southern Alps lie across the track of the prevalent westerly winds, so that the western side of South Island has very much more rain than the long slopes and the coastal plains on the eastern side. Forests clothe the wetter western slopes, but the drier eastern plains are natural grass-lands, ideal for sheep-rearing. These are the famous Canterbury plains, whose name is associated all the world over with

NEW ZEALAND SCENES



Photo: High Commissioner for New Zealand

The Rotorua district in the North Island of New Zealand is world-famed for its hot springs and geysers. There are, too, volcanoes, one of which, the snow-capped Mount Ruapehu, is 9,175 ft. high and has at its summit a crater lake of warm water which boils and is heaved into the air and splashes the surrounding ice cliffs. In the photograph above, the climber is resting on a rocky prominence on the slopes of Mount Ruapehu, gazing across the valley to the summit of another volcano, Mount Nguaúruhoe which is in eruption.

FROM VOLCANOES TO THE SOUTHERN ALPS

10



Photo F N A

It is mainly in the North Island that volcanoes are found. In the South Island there are hot springs, and by way of contrast, glaciers and Alpine lakes. Our photograph shows the cone of Mount Fgmont, an extinct volcano in North Island, standing in isolated grandeur above the waters of Lake Mangamahoe and the wooded slopes of lesser hills.



Photo E N A

In the South Island of New Zealand there is a district which will bear favourable comparison with Switzerland, for those who are enthusiasts for snow sports. Ski-ing on superb snowfields, skating and mountain climbing, are all to be found as well as splendid holiday accommodation. Our photograph gives a beautiful view of Mounts Sefton and Cook in New Zealand's Southern Alps.

CAPITAL OF A DOMINION



Photo: E.N.A.

Wellington in North Island is the capital of the Dominion of New Zealand and stands on Cook Strait. It was founded in 1840 by pioneer settlers under an emigration scheme and has grown steadily in size and importance. As the photograph shows it is built in terraces on the hillside running down to the Bay. The picture gives a general view of the capital, taken from the bluff over Oriental Bay.



Photo: E.N.A.

New Zealand is rich in natural beauty as this photograph shows. It is of the magnificent Bowen Falls which from a height of 540 ft. tumble into Milford Sound, South Island.

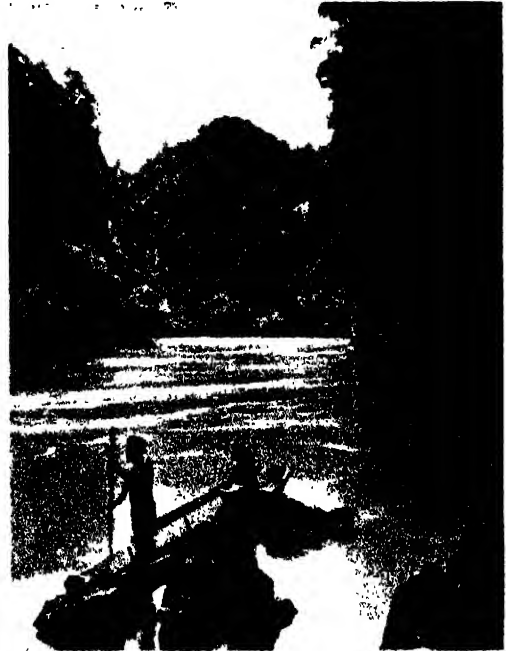


Photo: E.N.A.

Here is a companion picture, taken in North Island. In this we have a view of the Wanganui River and a Maori and his wife are in their canoe paddling themselves back to their riverside home.

THE MAORIS PRESERVE THEIR OWN CUSTOMS



The native people, who were in New Zealand long before the European settlers, are the Maoris. Our photograph shows the carved top of a Maori Meeting House in the Rotorua district, North Island.



Photos: High Commissioner for New Zealand

The Maoris are aristocrats among native races. Valiant soldiers and skilled craftsmen, they have responded to education, yet have preserved their own character, as this photograph indicates.



Photo: F.N.A.

On September 15, 1882, the 1,200-ton ship *Dunedin* sailed from New Zealand with the first shipment of meat and butter, preserved in the freezing chambers science had devised. It was a big success and today New Zealand is one of Britain's main sources of food, while sheep farming has developed into a great industry. Our photograph was taken near Te Kuiti in North Island.

NGAURUHOE BELCHING MOLTEN ROCK



Normally the 7,515-foot high cone of Ngauruhoe only gives forth a thin wisp of steam, but from time to time it stirs itself into full activity and belches forth smoke and molten rock. The two brothers of this formidable peak, Tongariro and Ruapehu, are no longer active and it is possible that they have become extinct—though none can say as much with certainty.



The High Commissioner for New Zealand

The cave here shown is to be seen at Waitomo, between Rotorua and the western coast. The visitor is taken by his guide through an insignificant opening in the mountain side and then passes from cavern to cavern, each with wonderful stalactites hanging from the roofs and strange limestone formations. The cave depicted is picturesquely called "The Bride's Jewels."

the finest New Zealand lamb and mutton. Much dairy-farming is carried on there, too, especially in the moister parts; but the real dairy country of South Island is the rich pasture land all down its eastern side.

North Island

North Island is very different in structure from South Island. The mountain backbone in North Island is nearer the *east* coast; it is broken into several ranges which nowhere exceed 7,000 feet. To the west of it lies one of the most remarkable volcanic regions in the world. It is a great volcanic plateau, pitted with geysers, mud volcanoes, and hot springs, with Lake

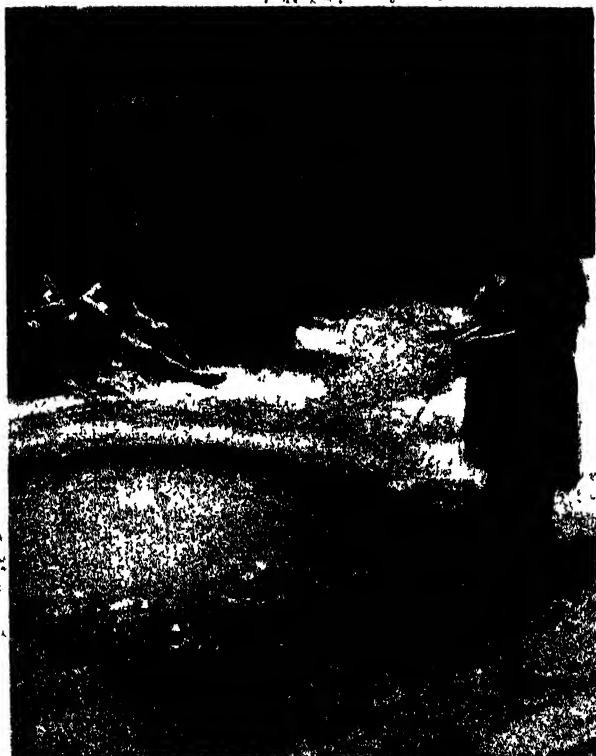
laupo in its midst, from which issues the Waikato River to run many miles north to the sea. Lake Taupo covers an area of 250 square miles, and is fed by thirty rivers.

Above the plateau three great volcanoes raise their triple cones; Ngauruhoe, mightiest of all, is still active, but his brothers, Ruapehu and Tongariro, were thought to be quiescent or extinct until 1945 when Mt. Ruapehu erupted. As for Tongariro—who can say? There is certainly no telling when such sleepers may waken into life

Hot Springs and Geysers

This thermal region of North Island is visited by thousands of people every year; fine hotels have been built for their accommodation, and Maori guides make good money during the tourist season. Rotorua is the principal centre. There you can see great jets of boiling water spouting into the air, driven by giant forces that lie beneath the ground, and can watch the mud pools seethe and bubble and swirl like the dark contents of a witch's cauldron. The sulphur springs of Rotorua fill the marble baths of a wonderful sanatorium built there to give new life and vigour to those who come from afar to seek health.

You can smell sulphur in the air as you approach Rotorua, but this is not nearly as astonishing as the sights you see. From green valleys and hills rise mysterious puffs of steam, and by the very roadside are mud-holes that seethe and bubble like boiling porridge, and hot lakes of yellow, or blue, or green or pink.



The High Commissioner for New Zealand

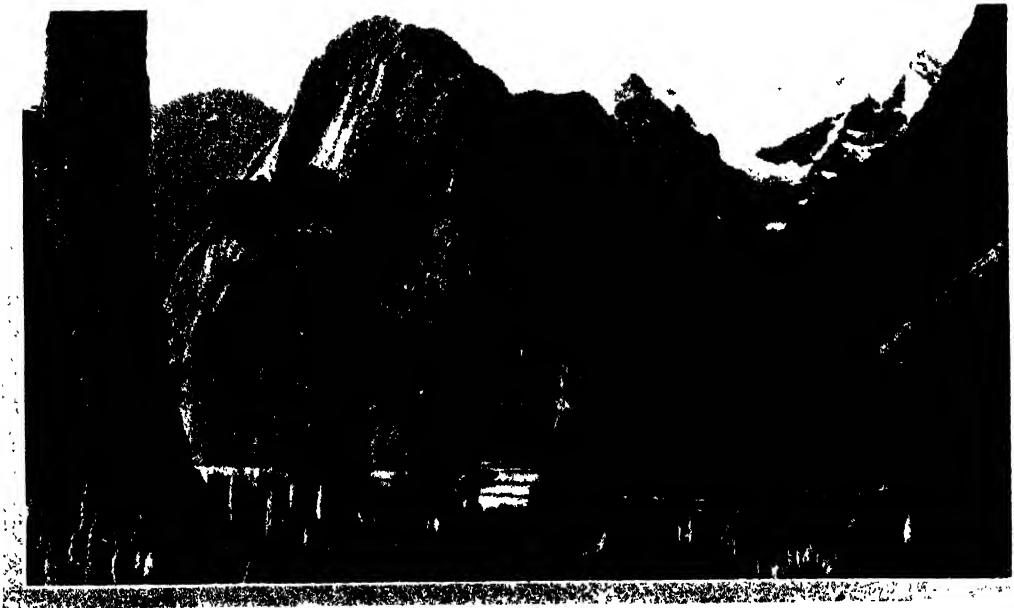
A DINNER COOKED IN NATURAL HOT WATER

So hot is the earth in the neighbourhood of Rotorua that the Maori women can actually stew meat and cook their dinners in a "stewpan" provided by Nature. Fireless cookers and warm baths, not to mention the laundry affairs, are simple matters when one lives in such an area

ACROSS COOK STRAIT



Standing on the southernmost beach of North Island and looking across Cook Strait to South Island you get this fine view of the Kaikoura Range, whose highest peak is 9,467 feet high Tapuaenuku. Cook Strait is about twenty miles wide at its narrowest point.



The High Commissioner for New Zealand

Some of the finest scenery in New Zealand is along the fjordland stretch of the west coast of South Island, particularly around Milford Sound. The picture shows us Pembroke Peak and The Lion, impressive heights which proudly rear their heads from verdant lakeland beauty-spots that are a paradise for those who love the beauties of nature.

In the valley of Tikitere, ten miles from Rotorua, "the earth is hot beneath your feet, the country gapes with steaming cracks, and if a cane is thrust a few inches into the soil a jet of steam or a spout of boiling water reminds you that, just beneath, the very bowels of the earth are seething towards the surface."

Geyser Valley

Go to Wairakei and see the marvels of the Geyser Valley, where geysers with strange names, like the Champagne Cauldron, the Dragon's Mouth, the Prince of Wales's Feathers and the Donkey Engine, throb and boil and spout aloft in giant columns of boiling water, only to gurgle and hiss back again into their craters. You can set your watch by some of them, they are so regular. The Paddle Wheel performs with unfailing regularity every ten minutes; the Twins every four minutes and a half. Te Reke Reke takes rather longer to make up his mind; he spouts once every 4½ hours.

Tarawera is a mountain of grim memories; its appalling eruption in 1886 altered the whole countryside and spread ruin and death for many miles around. Large areas of fertile land and numerous happy villages were destroyed, and the famous Pink and White terraces of Rotomahana were utterly wiped out.

Maori Villages

The giant geyser of Waimangu, the greatest in the world, burst forth near this spot, spouting its 1,500-foot column of scalding water, black mud and stones from a quiet pool which no one had dreamed capable of such astonishing activity, but it has not been in action since 1917.

It is difficult to imagine human settlement in country like this, yet the Maoris have built some of their villages in the very midst of it. Not far from Rotorua is the old Maori village of

Whakarewarewa, with houses perched like match-boxes often at the very edge of boiling springs and fumaroles (steam holes). The Maoris regard these terrifying things as advantages, and make use of them as "fireless cookers" and "free hot baths." Over a fumarole they place a small box with its bottom of laths, and in it they put food wrapped in green leaves to be cooked. Washing day presents no problems; it is done out of doors in the grim wash-tubs which Nature has provided, and there is never a queue for the bath, no matter how big the family.

In this thermal region the Maoris not only act as guides, but, attired in the native dress, often perform some of their ancient dances and sing the old, old songs that have come down to the present from the far-distant past when the Maoris came in their long canoes from over the sea to the "Long White Cloud," which to-day we know as New Zealand.

Maori Dances

This ancient Maori tradition is told in action and in song in the dances performed by the women. The launch of the long canoe, its swaying rhythm, its buffeting in storm, its overthrow and quick righting again, and its landing on the beach are shown in rhythmic pantomime. The paddle-stroke is heard in the *poi* dance in the flick of two balls tied with flaxen cord and wielded by the dancers, and the swish of the water is suggested by the rustling skirts of stiff flaxen fibres.

More vigorous still is the *haka* or war dance performed by the men, each clad in a kind of kilt of stripped flax, and brandishing his *tewhatewha*, or long-handled fighting axe.

But Maori boys and girls who have of course been to school, and have become as interested in "going to the pictures" and dancing as any other young modern folk, are not very intrigued by the old tales and songs and dances, which may quite possibly soon die out.

People who visit the thermal regions of North Island usually find time to inspect the famous caves of Waitomo, between Rotorua and the western coast. Through an insignificant opening in the mountain side, the visitor passes through cavern after cavern with wonderful stalactites pendent from their roofs, and with strange limestone formations that resemble fantastic turrets, or cathedral aisles, or perhaps fine shawls marvellously carven in old ivory.

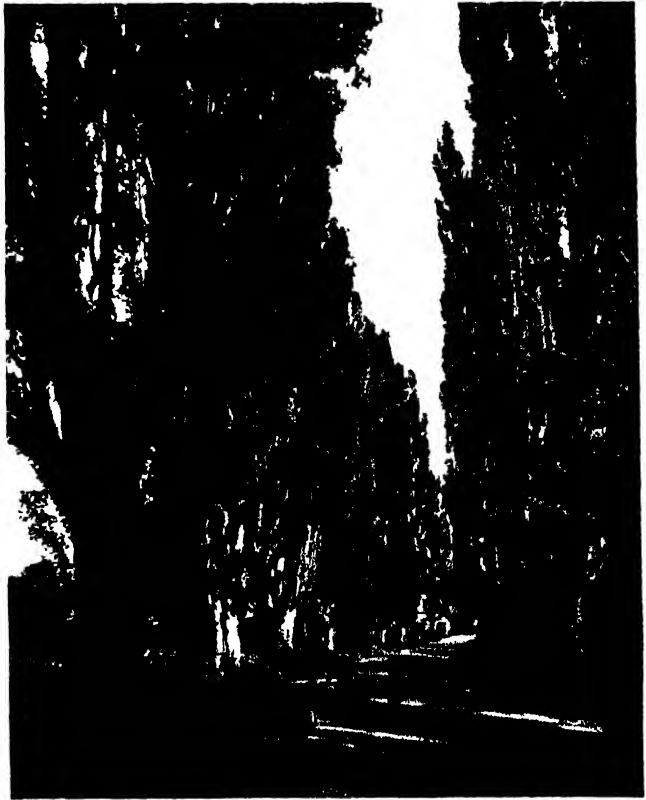
The Glow-worm Cave

Presently he is led steeply down to the brink of a subterranean river whose waters gleam blackly in the gloom. There he steps into a boat and pushes off into the darkness—a little apprehensive and perhaps afraid, until his eyes become accustomed to the place and he sees above him a myriad of tiny stars of blue and green and opalescent sheen twinkling from the roof, flickering, fading and twinkling again as if alive.

And they certainly *are* alive, for the guide tells how multitudes of curious glow-worms have made their home in the roof of this strange cavern, turning it into an Aladdin's Cave of jewelled splendour. No one who has ever seen it can forget the mysterious beauty of the Glow-worm Cave of Waitomo.

Wild Life

New Zealand has no truly *wild* animals, although she has animal colonists that have since run wild such as pigs, goats, and rabbits which are now pests to be shot, and hedgehogs



The High Commissioner for New Zealand.

POPLARS IN SOUTH ISLAND

What could be more charming than this poplar-lined road at Lawrence, Central Otago, in New Zealand's South Island? The Dominion has many fine trees, including such forest giants as the kauri and such lovely trees as the crimson flowered pohutukawa or Christmas tree.

and Australian 'possums. But New Zealand is very rich in bird life, and the kiwi shares with the fern-leaf the honour of being a national emblem. Kiwis are found only in New Zealand, and bear the name given them by the Maoris. The kiwi has no apparent wings, and though it does not fly, it can run very rapidly. It is about the size of a large chicken, and usually sleeps by day and feeds by night.

Another strange and rare inhabitant of New Zealand is the tuatara, a harmless lizard-like reptile which has survived from ancient times and has a rudimentary third eye. Years ago, New Zealand had another remarkable survival from the world's earliest times—

the moa, a huge bird about eleven feet tall, which can now only be seen as a specimen in New Zealand museums

Much could be written of the trees, shrubs, and plants which make the New Zealand countryside so beautiful. In the sub-tropical land of North Auckland are forest giants such as the kauri, one of the finest timber trees in the world. Characteristic of New Zealand is the tea-tree, whose white, pink or red blossoms can be seen everywhere and whose aromatic leaves were used by the early settlers as a substitute for tea.

The Christmas Tree

Another beautiful New Zealand tree is the pohutukawa or Christmas tree.

Not that it resembles the small conifers we have in our homes and decorate at Christmas time. It is a spacious, friendly tree providing plenty of shade and bearing, in summer, crimson flowers. In the mountain country, you will find the New Zealand buttercup, its centre gold in colour and its petals white or yellow; here, also, can be seen the celmisia, or mountain daisy.

But it is the fern which New Zealand has adopted as its national flower. There are ferns everywhere in the open country, from the small varieties to the graceful tree ferns whose slender trunks may be anything from ten to forty feet high. The tree fern can be seen, not only in the countryside, but in many New Zealand parks and gardens.

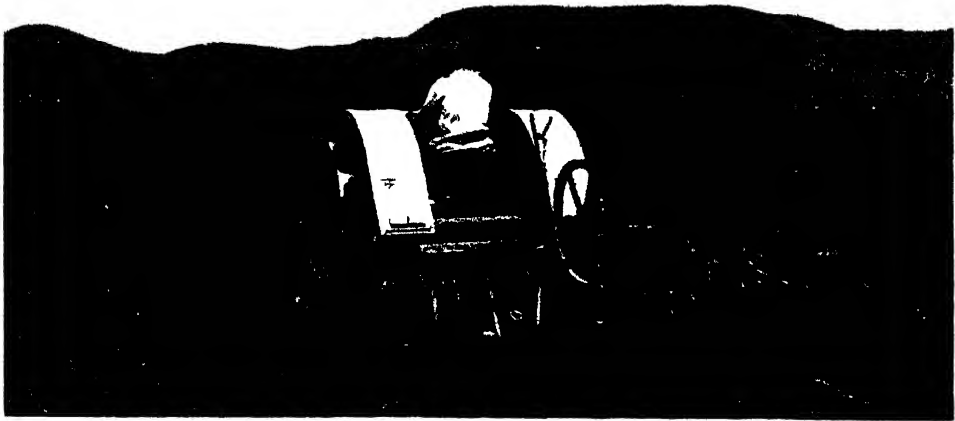


The light comes from New Zealand

A NEW ZEALAND FARMSTEAD

But with good land and a friendly climate provide a good living for the farmers of New Zealand and most of them can afford a comfortable home with a car and a telephone. New Zealanders are proud of their homes and having plenty of space in which to build do not erect row upon row of terrace houses such as may be seen in Britain. There are pleasant farmsteads like the one shown in this picture but bungalows are the more usual form of residence.

NEW ZEALANDERS AT WORK



By permission of the High Commissioner for New Zealand

ON A FARM IN NEW ZEALAND

New Zealand is a most important farming country, with first-class grass-lands and a soil that responds admirably to skilful tillage. In the picture above we see a huge field which has been ploughed with the aid of the motor tractor. It is now being 'disced,' which means that the furrows made by the plough are in course of being levelled and pulverised with disc harrows. This brings the brown earth into good tilth for seed sowing.

NEW ZEALANDERS make the most of their fertile country and its genial climate both in their work and their play. They get their living mainly by using the opportunities offered them by the great stretches of natural grasslands in both islands, where very large numbers both of sheep and cattle are reared, and by farming in the rich soil.

Produce of the Dairy Farms

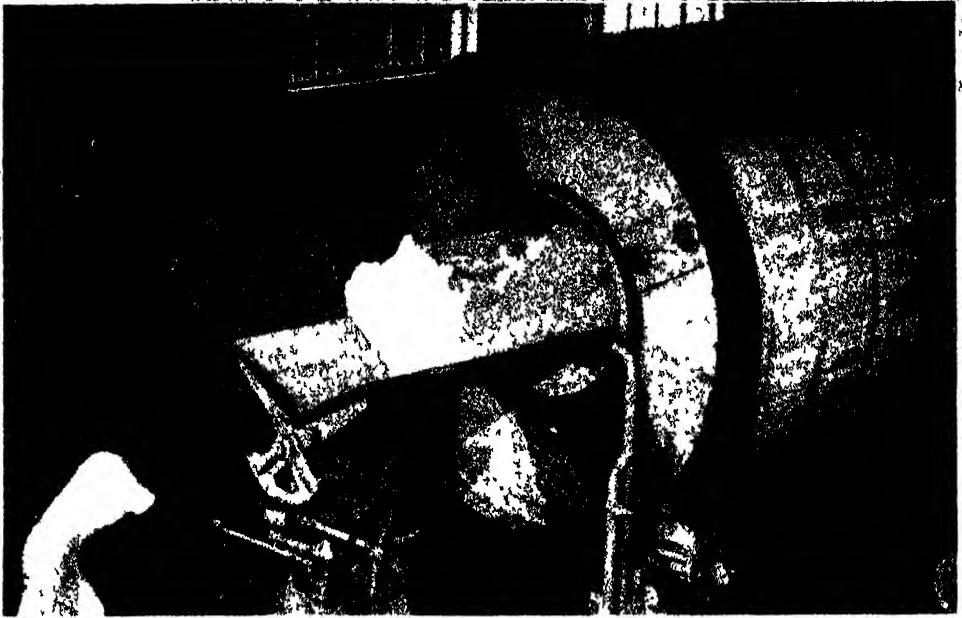
New Zealand's prosperity comes from farming and from processed farm products. Wool, frozen meat, dairy produce, skins and hides are all exported from the Dominion which is the greatest exporter of butter, cheese, lamb and mutton in the world. In 1949, butter and cheese alone were exported to the value of over £45,000,000. The total value of these pastoral products runs into millions and millions of pounds; it is as great as New Zealand's population is small.

New Zealand butter, cheese and lamb are always in demand, because

their high quality is maintained by a careful system of Government inspection. Large freezing plants have been set up at many centres, especially at or near the meat-exporting ports of Lyttleton, Dunedin, and Invercargill in South Island, and Wellington, Auckland and Napier in North Island. Co-operative dairies have done much to make dairy-farming successful, and at Hamilton, in the Waikato valley of North Island, one of the largest dairy companies in the British Commonwealth has its headquarters.

Most dairy farms are small and average a herd of 50 milking cows each; but mixed farms are larger, and along the East Coast there are sheep farms of 20,000 acres or more.

Farming is the backbone of New Zealand's life, and it is therefore natural for the government Department of Agriculture to take an active interest in farmers' problems and in increasing the quantity and raising the quality of farm produce. The Government, too, helps farmers through its



The Hsph Commissioner for New Zealand

BUTTER CHURNING IN A NEW ZEALAND DAIRY FACTORY

New Zealand butter is among the finest in the world. Over 30 million pounds' worth of butter was exported by the Dominion in 1949. This picture shows one of the sixty to sixty-five box churns which the Dominion has devised to churn the cream into rich butter which, as the picture shows, comes from the churn in slab form ready for cutting

Marketing department, and by loans and the control of land values.

New Zealand's farming industry is run on the most modern lines. It is mechanized, and much of its machinery is driven by power from hydro-electric stations driven by the many mountain streams and waterfalls. Water is electrically pumped; milking, processing and packing machines are electrically driven. Cream is extracted at the farms and taken to the butter factory for the district where it is processed by power operated machinery. Mechanization of the dairy industry and the use of modern refrigeration plant (in which New Zealand has led the world) have rightly been described as "milestones in the industrial history of New Zealand."

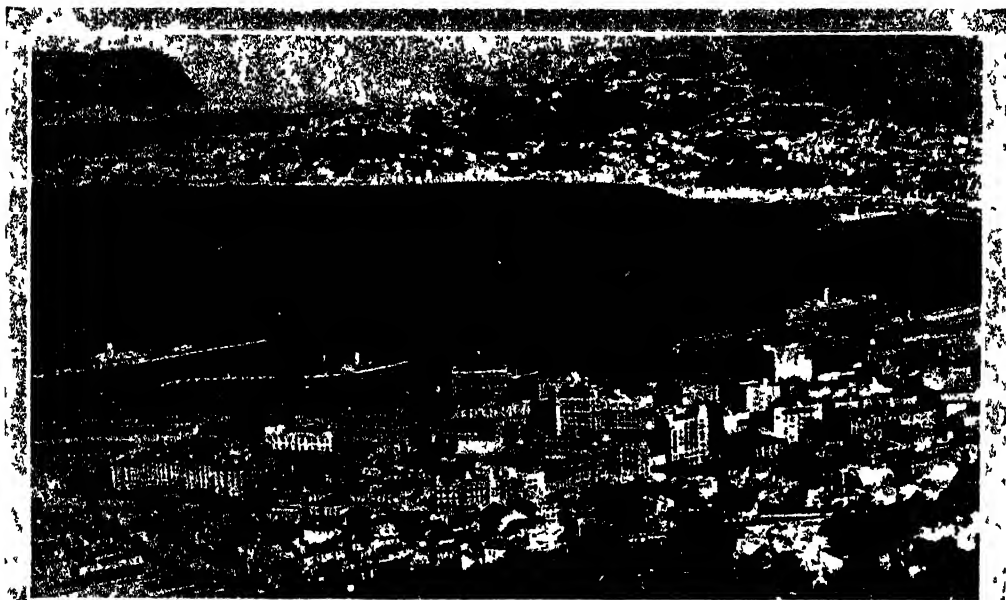
Coalfields and Water Power

New Zealand has comparatively little heavy industry. But her miners

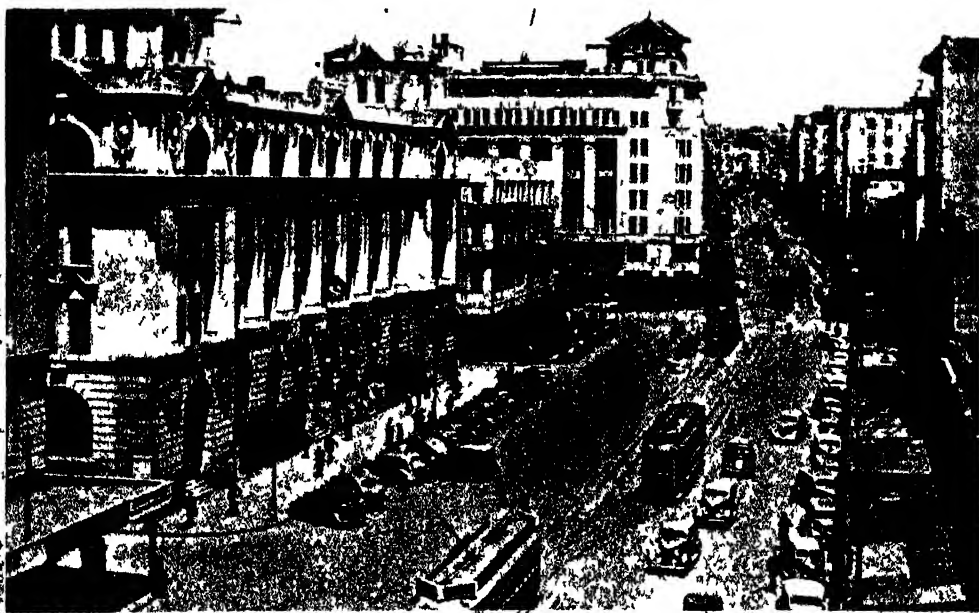
can supply all the coal she needs, and this comes mainly from the large coal-field on the north-western shores of South Island, where *Westport* and *Greymouth* are the chief outlets. Good coal is also mined in the *Waikato district* of North Island. But New Zealand also has abundant "white coal" in her water power which is harnessed at such hydro-electric stations as the one at *Arapuni* on the Waikato river, forty miles west of Rotorua in the geyser country. The Dominion has gold mines at *Otago*, South Island, and in the mountains between the Bay of Plenty and Hauraki Gulf, North Island. But these are not nearly as important as the gold mines of Australia, over 1,200 miles away.

If New Zealand has little heavy industry, she has very many factories making products for her home market. For in common with Canada, Australia, and South Africa, New Zealand has—

TWO FINE NEW ZEALAND CITIES



The city of Wellington, in North Island, is the capital and chief distributing centre of New Zealand. This picture shows clearly the great extent of Wellington's splendid natural harbour of Port Nicholson where ocean going ships can come right up to the city.



Photos - The High Commissioner for New Zealand

Auckland's population of about 329,000 makes it New Zealand's largest city. This picture shows the busy shopping centre, Queen Street. Standing on the isthmus formed by the Waitemata estuary to the east and the Manukau to the west, North Island's great city port of Auckland is New Zealand's gateway to the Pacific.

partly as a result of two world wars—greatly expanded her secondary industries. New Zealanders can now buy clothing, carpets, furniture, pottery, toys, crockery, wireless sets, and many other things made in their own factories. Since the war, plans have been completed for textile and aircraft factories, paper mills, and many other similar projects. A Glasgow linen company has opened a factory in New Zealand to make linen threads from local flax, and a famous British firm has built a rubber factory near Wellington, and already has another at Christchurch.

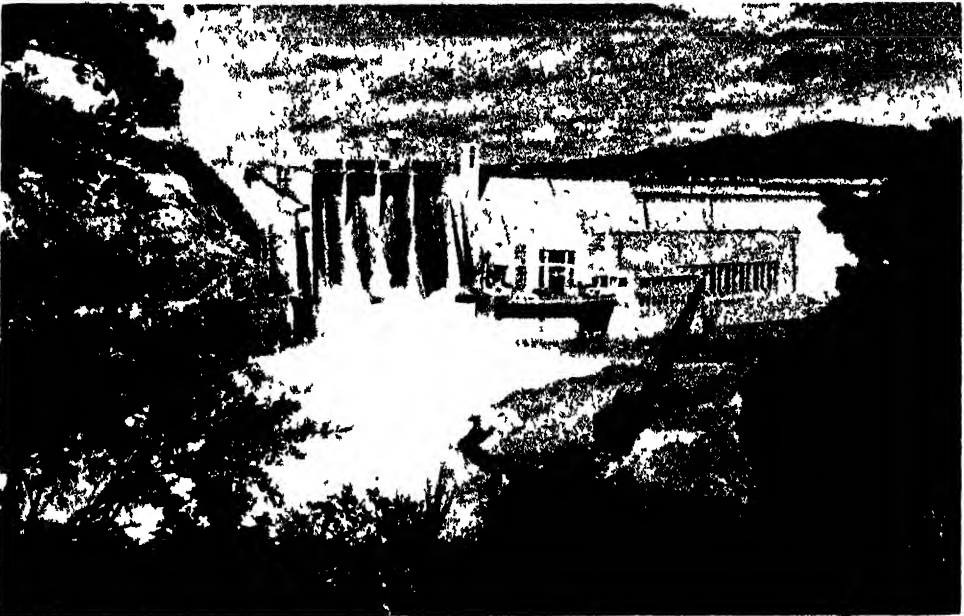
New Zealand Cities

All the big towns in the Dominion are either on the coast or near it. The largest city is *Auckland*, the former capital, which with its suburbs has a total population of over 329,000. *Wellington*, the capital, has 133,400

people in city and suburbs, while *Christchurch* has a total of 174,100, according to the 1951 estimates.

Wellington, on the splendid natural harbour of Port Nicholson, which could accommodate the whole of the British Navy if necessary, has a central situation in the Dominion which fits it admirably for its position as capital and chief distributing centre of New Zealand. It exports butter, cheese, fruit, hemp, frozen meat and wool, and the bulk of its trade is with Britain, Australia and Canada.

Auckland, on Waitemata Harbour, at the head of Hauraki Gulf, is the great port of call for vessels using the Panama route to New Zealand. At the entrance to the harbour is the island of Rangitoto with its single-coned volcano, now extinct. The water is deep enough to allow large ships to berth within a few yards of the main thoroughfare of the city. For its



High Commissioner for New Zealand

HARNESSING THE WATERS OF THE WAIKATO

Ten new large hydro electric stations are being built to harness the waters of the Waikato river, North Island. This picture shows the first of the ten at Karapiro, a place about six miles from Cambridge. Such hydro-electric plants provide cheap electric power for New Zealand homes, factories, and farms.

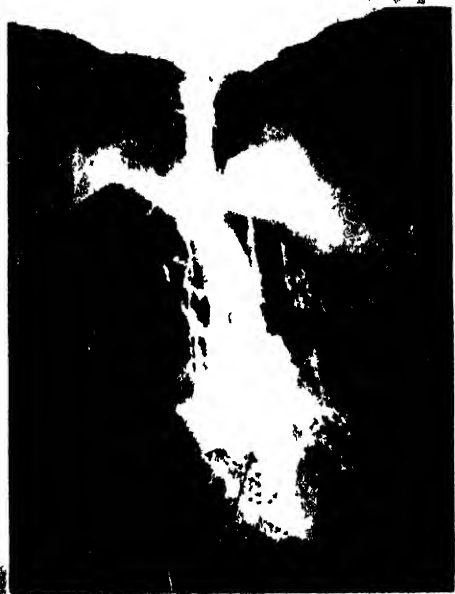
SIGHTS AND SCENES IN NEW ZEALAND



The Dominion is rich in timber, a very valuable tree being the kaum-pine. Here one of the big logs is being sawn into convenient lengths for transport.



Here is a mustering of sheep from the outlying parts of an extensive farm in the neighbourhood of Auckland. Whenever sheep are on the move there is a light dust haze.



This is a cameo of the famous Sutherland Falls, in which the cascading water makes a total drop of 1,000 feet. The Falls are found in the neighbourhood of Milford Sound.



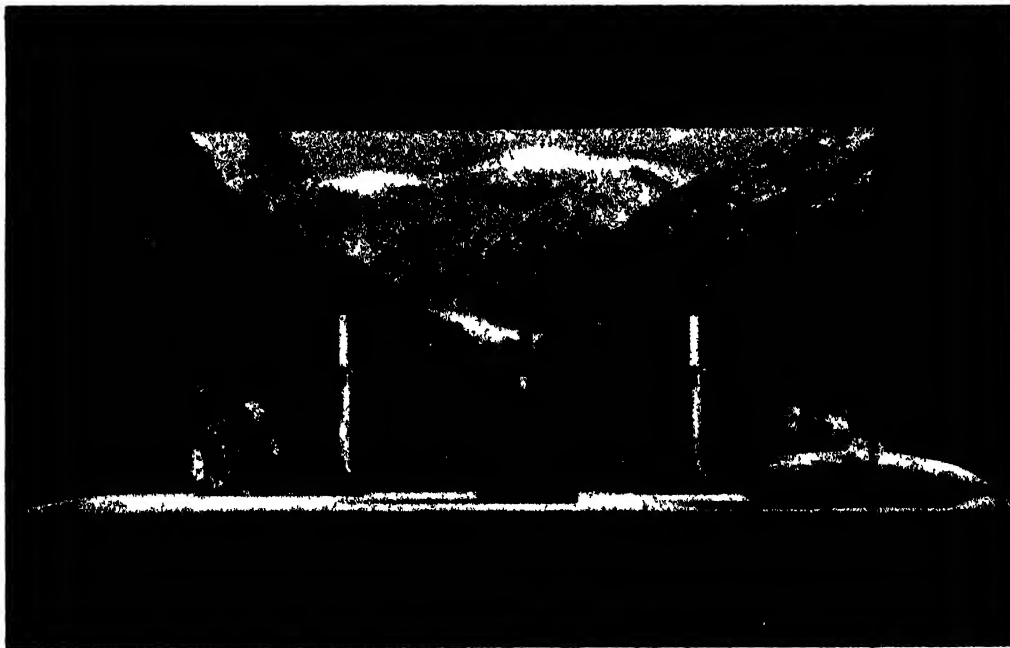
Photosty permission of the High Commission, London, Z. 111.

In the middle distance is seen the silvery streak that is formed by the great Franz Josef glacier. There is a considerable glacier system in the South Island.

ON NORTH AND SOUTH ISLANDS



The Maoris, often called 'the original New Zealanders,' keep alive their traditional costume and their dances—but mainly for the benefit of visitors. And in North Island you can see such scenes as this, which is typical of the old Maori village.



Photos The High Commissioner for New Zealand

St. James' Church, Waiho Gorge, South Island, claims to possess the most beautiful reredos in the world. It consists of a window which reveals a glorious view of Franz-Josef Glacier, the mighty ice river of the district known as the South Westland.

FROM ORCHARD AND PASTURE

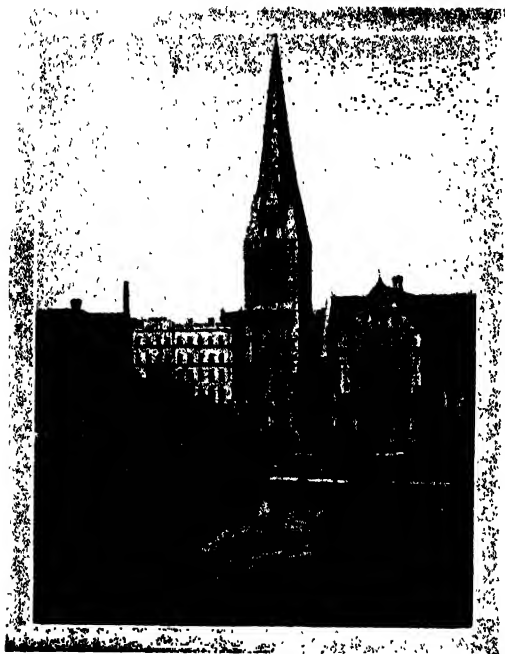


In an average year more than a million cases of apples are exported from New Zealand, and there are orchards such as the one shown in this picture in both North and South Islands. Citrus fruits—
oranges, lemons, and grape-fruit—are also grown.



Photos . The High Commssssoner for New Zealand.

New Zealand's dairy industry, dependent upon fine herds and pastures, is the most important. At such factories as the one seen above, cream from the herds is churned into butter. A typical factory like this will make more than six thousand tons of butter in a season.



CHRISTCHURCH CATHEDRAL

Christchurch is the city of the Canterbury Plains from which comes the best lamb. Here everything is as English as possible, as the Cathedral and other buildings show

beauty, Auckland has been called "The Naples of the South."

The Canterbury Plains

Christchurch is the city of the Canterbury Plains. Its harbour is Port Lyttelton. From it the railway to the west coast crosses the Southern Alps by the famous Otira tunnel, which is said to be the longest in the British Commonwealth.

Dunedin got its name from its Scottish founders, who gave it the ancient name of Edinburgh. It is a port as is Port Chalmers, near the mouth of Otago Harbour.

New Zealand has nothing comparable to the prairies of Canada or the pampas of South America, though there are fine open plains in the Canterbury region. Most of this sheep-rearing area has, however, been cleared by settlers, for the country in the main is a land of rich forests, and timber had invariably to be swept away before a farm could be

firmly established. To-day there is a State Forest Service with control of many millions of acres, whilst some of the forests are just as primeval as they were before the coming of the white man.

Digging Kauri Gum

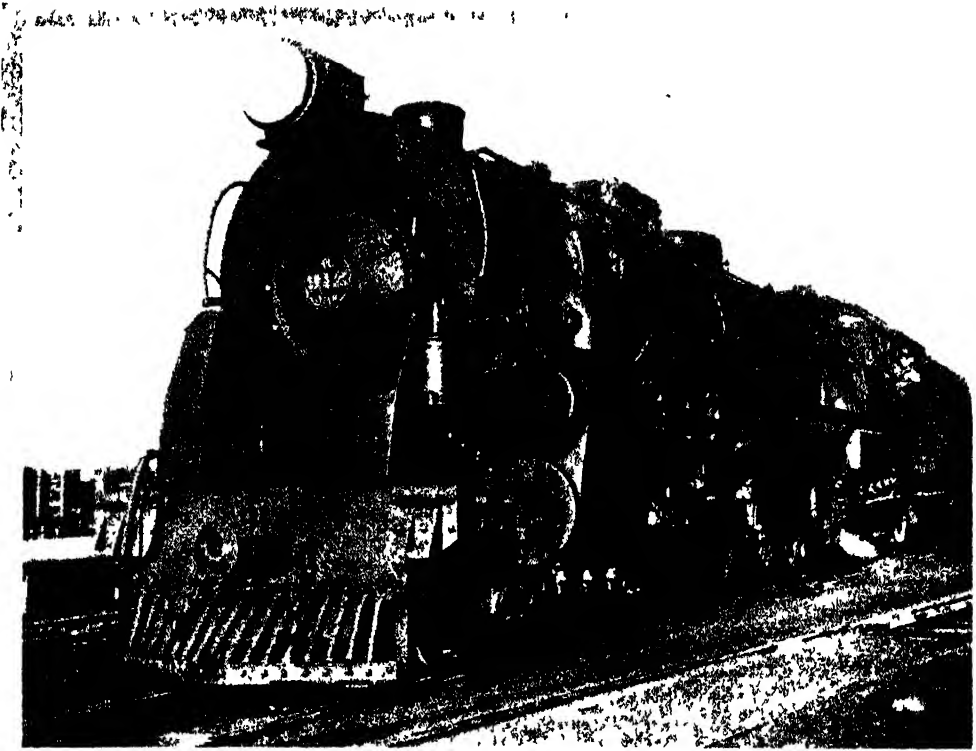
Of all the timber trees in the Dominion, the kauri pine is outstanding but there are rigid laws against cutting specimens below a fixed diameter, whilst exceptionally large, noble trees are preserved as national monuments. Where there have been long-standing plantations of the kauri a kind of resin forms in conjunction with the vast root system and this kauri gum as it is called is much used in the manufacture of linoleum and for other purposes. Gangs of men dig for it among the soil crust of the decaying forest and make a good living, though the work is tough. In a recent year gum to the value of



Photos by permission of the High Commissioner for New Zealand.

AUCKLAND UNIVERSITY

This view of the University is taken from Albert Park, whose exotic trees are a contrast to the architecture. Auckland is the largest city in the Dominion.



BUILT IN NEW ZEALAND

His Excellency the Governor-General

Once dependent on such distant places as Britain for her needs in heavy industry, New Zealand now produces for herself many of the things she wants. This 'K' type locomotive was built in New Zealand and specially designed for conditions in the Dominion.

£111,915 was exported from New Zealand.

One of the great forestry problems is efficient fire control, and look-out stations are provided in most of the tree-covered areas. Radio has been developed to a wonderful degree for the rapid assembly of fire-fighting units, and even aeroplanes are freely employed for directing this vital work.

In the towns, on the farms, and even round the homesteads trees are very freely planted and help a great deal to make life in New Zealand so delightful. Though there is such a wealth of native trees, many varieties have been imported from Britain and found to thrive. Indeed, the people of the Dominion do everything possible to preserve the ideals that mean so much to us at home. For example, the architecture and

planning of Christchurch are typically English while Dunedin recalls the style and buildings of Scotland. English, Scottish and Irish names, as well as those of Wales, are found everywhere on the map of the Dominion, but many places still retain the names given them by the Maoris.

Life in New Zealand

If you were living in New Zealand your home might be like the typical farmhouse shown in one of the pictures, but more probably it would be a bungalow. For bungalows, built for comfort and equipped with all sorts of labour-saving devices, are homes for most New Zealanders. Not that there is a drab sameness about New Zealand homes. Her bungalows are trim and individual, with modern timber and

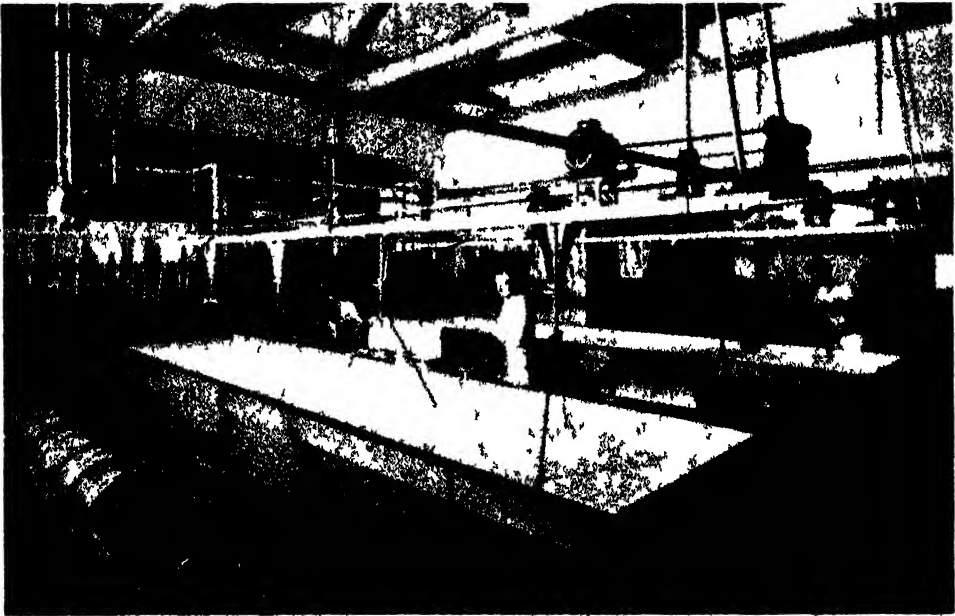
brickwork, and roofs of cheerfully coloured tiles. The New Zealand government itself is now the biggest home builder in the Dominion. Its Housing Construction Branch, set up in 1937, has erected thousands of homes in attractively planned "State suburbs."

New Zealand has plenty of good schools—from free kindergarten schools to high schools, secondary and technical schools, and universities. Maoris attend schools in the ordinary way—there is no question of any "colour bar" as in some other parts of the world, although in some districts there are special Maori village schools. In remote parts of the country, children may even receive their lessons by post because they are too far away from any school.

The New Zealander, like the Australian, is a good sportsman as well as a hard worker. Rugby football is even more of a national sport than

cricket, and as well as these sports there are yachting, tramping, hunting, and fishing for all to enjoy. At Christmas time, in the height of the summer, New Zealanders throng the many fine bathing beaches. The climate is ideal for work and play in the open, and it is small wonder that the New Zealanders are natural lovers of outdoor life.

Though some parts of the Dominion—Christchurch, for example—resemble Britain, life there is very different from life in our own islands. What differences would you notice? The towns would probably be the first, for once you get away from the four "main centres" (Auckland, Wellington, Christchurch, and Dunedin), the New Zealand country towns have a strange air of newness. In some ways, they are more like the small, new towns of certain parts of America than any towns in Britain. Their streets are straight and wide, flanked



The High Commissioner for New Zealand

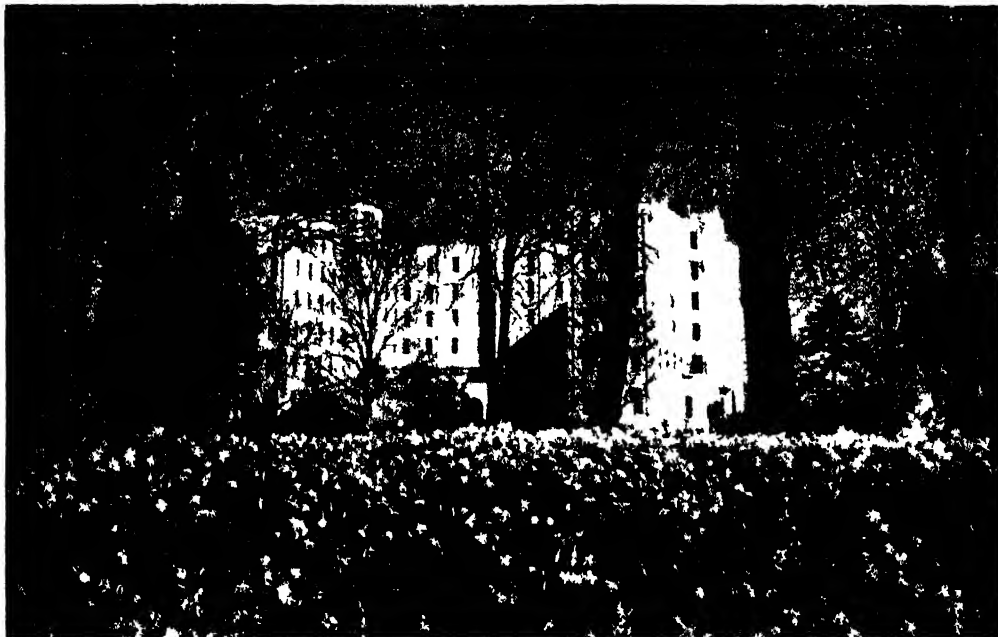
INSIDE A NEW ZEALAND CHEESE FACTORY

New Zealand dairy produce is justly world famous. In 1949, the Dominion exported over twelve million pounds' worth of cheese alone. This picture shows the great vats each over 20 feet long and 6 feet wide, in which the cheese mixture sets before being cut by curd knives into even cubes, tested, Cheddarised, pressed, and cured.

AUCKLAND AND CHRISTCHURCH



Auckland stands on Waitemata Harbour, at the head of the Hauraki Gulf. This view of the city from volcanic Mount Eden (643 feet high) makes it easy to understand why Auckland has been called "The Naples of the South."



Photos The High Commissioner for New Zealand

Christchurch, on the Canterbury Plains in South Island, is the third largest city in the Dominion with a population of over 174,000. The city has many fine public buildings. Here, for example, is the Nurses' Home of the Christchurch Public Hospital.

mostly by wooden buildings

Another difference to be noticed is that the major centres of population in New Zealand are along the coast. There are no inland cities as we know them. You would find, too, that the Dominion lacks the ugliness of the industrial centres of Britain and Europe. Factories are operated on hydro-electric power in the main, and this "white coal" leaves the atmosphere refreshingly free from smoke and grime.

And what if you lived on a farm? Most farmers in New Zealand have to work hard, but reap good rewards for their industry. The farmer's home may be simple, but it will be comfortable and he will usually be able to have a car and a telephone.

With such airports as Whenuapai and Mechanics Bay at Auckland, Parnapara and Rongotai at Wellington, and many others, New Zealand caters widely for commercial aviation, not only for internal services between the islands of the Dominion, but for services from all parts of the world.

From Auckland air routes stretch to London (via Sydney), to Honolulu, Los Angeles and San Francisco, and to Vancouver. Internal services are operated by the New Zealand National Airways Corporation.

Stewart Island

So far, we have considered only the two main islands, the North and the South. South of these is Stewart Island, which is also part of the Dominion. It is very mountainous and rich in timber and one is not surprised to find it quite a holiday centre. It is divided from South Island by Foveaux Strait, but is sparsely peopled.

Other and more remote islands for which New Zealand is responsible are Kermadec, Chatham, Three Kings, Auckland and Cook islands of the South Pacific. New Zealand also holds the mandate for former German islands of the Samoa group, and is responsible for that vast stretch of the Antarctic called the Ross Dependency.



The High Commissioner for New Zealand

WITH BEAUTY ON THE DOORSTEP

These attractive bungalows at New Plymouth, North Island, are typical New Zealand homes. In the distance you can see the snow-tipped 8,260 feet high Mt. Egmont, 'one of the world's most symmetrical mountains'. The Dominion Government is the biggest home builder in New Zealand, whose modern houses are equipped with all sorts of labour saving devices.

The Story of the World and its Peoples



Countries of the British Commonwealth of Nations



KRAALS OF THE BANTU

South Africa

KRAAL is a word of Dutch origin meaning either a complete village or an encampment of the Bantu people who are natives of South Africa or a single hut of the kind shown above. The huts are ingeniously made of mud which bakes hard in the fierce sun rays and are strongly thatched with reeds and grasses over an umbrella like frame.

UNION OF SOUTH AFRICA

FROM its upper reaches in Portuguese Angola to its mouth at Chinde in Portuguese Mozambique, the great river Zambezi flows majestically across the African continent. South of the river are lands and peoples which, if we except the Portuguese territories, are all in one sense or another, a part of the British Commonwealth of Nations. Most of them fall within the Union of South Africa which includes Cape Province, Natal, the Orange Free State, and the Transvaal, and the mandated territory of South-West Africa. Also within southern Africa are Southern Rhodesia, and the Basutoland, Swaziland, and Bechuanaland Protectorates. If we add to these Northern Rhodesia and the Nyasaland Protectorate, we have a vast territory

half the size of Australia or one-third the size of Canada. This great land has been colonised by Dutch, French Huguenots, and British. But native Africans, members of the great Bantu race of Negroes, outnumber white people by about five to one.

Early Settlements

When, in 1486, Bartholomew Diaz discovered a sea route round the southern tip of the African continent, he told the Portuguese Regent of the terrible storms he had encountered rounding *Cabo tormentoso*, "the Cape of torments." The Regent, however, rejected this name, saying, "Rather let it be called *Cabo da Bona Esperanza*, Cape of Good Hope"—and Cape of Good Hope it has remained.

But the Portuguese made no attempts to colonise the Cape, which to them was no more than a milestone on the route to India and a sheltered anchorage (at Table Bay) for refitting. It was left for the Dutch to found Cape Colony, and the fine old Dutch houses that can still be seen in Cape Town and its neighbourhood remind us of sturdy Johann van Riebeeck who founded the first settlement in 1652. French Huguenots, victims of the revocation of the Edict of Nantes in 1685, also settled in the Cape where they were absorbed into the Dutch colony.

For a long time the nations of Europe were too preoccupied with their own wars and politics to give much attention to Africa which was almost a forgotten continent. This was an age, as Jonathan Swift puts it, when—

Geographers, in Afric maps

With savage pictures filled their gaps,
And o'er unhabitable downs

Placed elephants for want of towns.

But towards the end of the eighteenth

century, public indignation against the slave trade revived interest in "the Dark Continent" and explorers began to push into the interior—men like James Bruce, Mungo Park, a Portuguese doctor named Lacerda, and Pedro Baptista and his fellow trader José who together crossed Africa from Angola to the Zambezi.

On the Great Trek

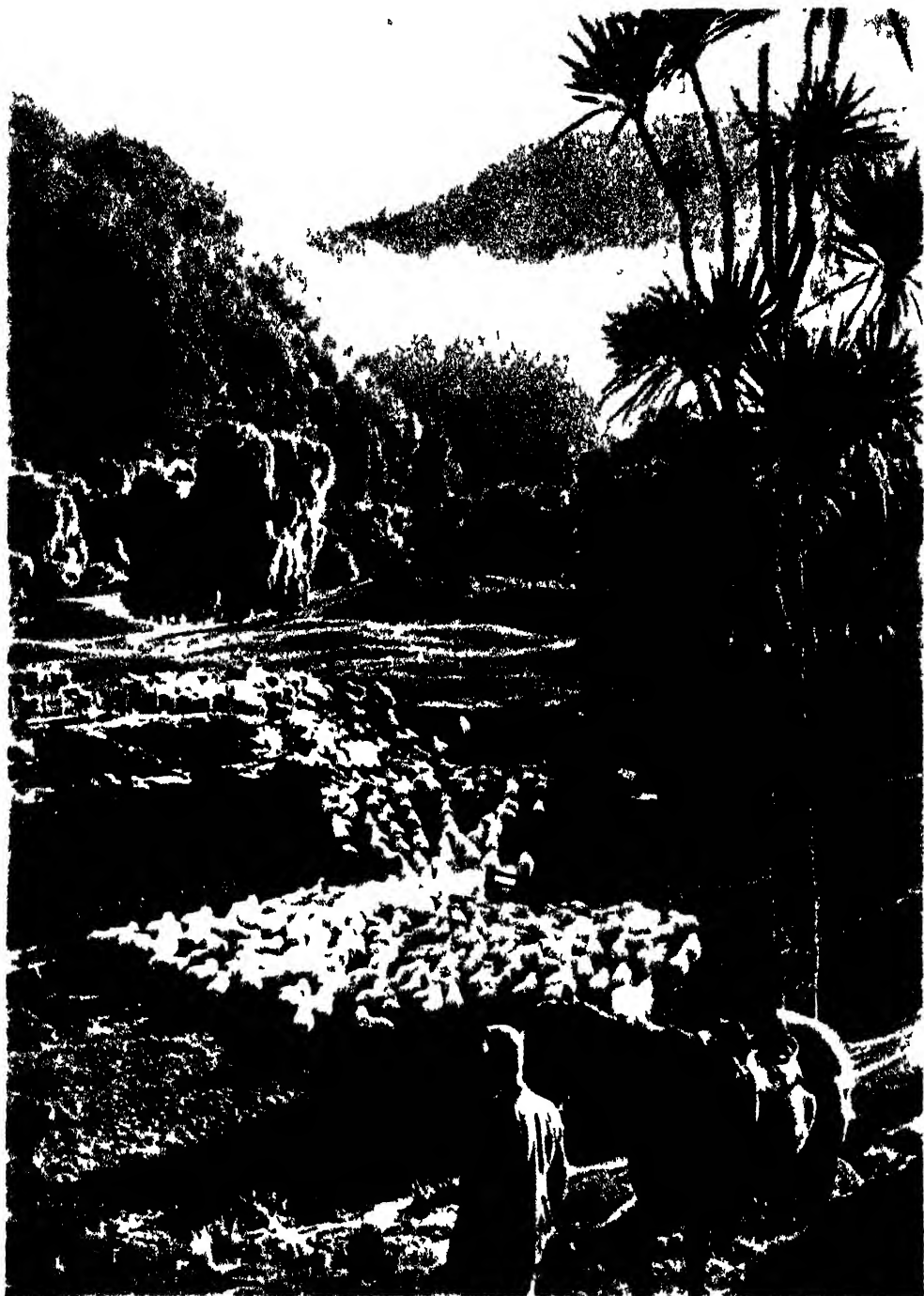
War with Napoleon led Britain to seize the Dutch colony of the Cape which, in 1814, was formally ceded to Britain. In 1820, the Albany Settlers, over 5,000 of them, were landed where Port Elizabeth now stands to form the first living link between Britain and the Cape. But the Dutch farmers, or Boers, as they are called in their own language, were many more in number. Ruggedly independent and jealous of their liberties—particularly as regards treatment of the Native peoples—they soon became dissatisfied with British rule.



South African Railways

CAPE TOWN AND TABLE MOUNTAIN FROM THE AIR

Cape Town is the sea gate to the Union of South Africa and the capital of Cape Province. Here, spread out before us, are the busy docks and noble city with Table Mountain towering majestically behind. Table Mountain is often enshrouded in mist whose white cloud is termed "the tablecloth." At one point, Table Mountain is 3,549 feet high, its horizontal front is two miles long.



THE NEW ZEALAND

AMID THE BEAUTIES OF NEW ZEALAND'S SHEEP FARMS

Two thirds of the area of New Zealand is a farming land—putting it only a month or so ago it was a great open and fertile land. Recently it has been cleared and the land is now used to be kept out of the all the year round. More than thirty million sheep are raised and is the one seen in the picture above. In the middle of the scene is a large sheep pen. The Howland Bay Hotel with the Lighthouse is in the background.



Vict. Falls

THE VICTORIA FALLS IN SOUTHERN RHODISIA

The first discovery of Devil's Falls, amongst many in 1853, the Victoria Falls on the Zambesi River, are on the border of Southern and Northern Rhodesia. Livingstone's Indian follower called them *Mosi-oa-Tunya*, which means "the more that thunder". The Falls are about a mile long and some 350 feet deep. What makes the Falls so remarkable is that the level of the country is the same above and below them, the water falling into a huge fissure.



CAPE TOWN'S CENTRE OF LEARNING

South African Railways.

Magnificently set amidst lofty mountains and spacious parkland, the University of Cape Town marks the realisation of one of Cecil Rhodes' most cherished dreams. He had always wished to see a University on the Groote Schuur Estate, and this wish was respected when the foundation stone of this fine building was laid in 1925. The University has over 200 teachers and an average of more than 1,800 students.

A year after the cession of the Colony, the Boers had revolted, and in the thirties of the nineteenth century there took place a wholesale emigration of Dutch farmers and their families known in history as the Great Trek. In numbers running into

thousands the Boers packed their homes on their stoutly-built trek wagons and trekked across the Orange river to make new homes where they would be free from British rule. A few earlier settlers had already gone this way, but it was from the Great Trek of the Voortrekkers,



NATIVE WOMEN AT A DOMESTIC TASK

South African Kaffirs

In this picture we see Native women of Bavenda stamping mealies that is to say, making a form of flour from the grain of Indian corn. In South Africa there are five times as many non European people as there are whites. Most of the Bantu live in kraals or villages, growing maize and other foodstuff crops and tending their cattle. Maize, Indian corn and mealies are names given in different parts of the world to the same crop.

as the emigrants were called, that sprang the Orange Free State and the Transvaal developments which heralded the opening up of the whole continent and the extension of British rule from the Cape to the Zambezi.

It needed great courage and bravery to go out thus into the veld wilderness

and build new states, for in addition to the natural dangers of the trek, the hostility of the native Africans had to be faced. A year before the great Trek began, 12,000 Kaffirs had raided the Cape Colony, murdering, plundering and pillaging. The story of South Africa contains accounts of endless

LIKE A HUMAN BEE-HIVE



The kraals or huts in which Natives make their homes are well adapted to the climate of South Africa and we see above the Swazi method of construction. First of all men set up a strong wickerwork frame supported internally by upright poles and rafters. Women then assist in covering the structure and cording over the grass. There are no windows.



Photos South African Railways

The roof of this hut is supported by growing trees from which the branches have been stripped. The entrances to some huts may be so low that the occupants have to crawl inside. Notice the orderly assembly of the pots and utensils and the complete absence of furniture.

wars—against the Hottentots, the Xosas, and the formidable Zulus. In 1877, the same year as the Transvaal was annexed, a peace of twenty years was broken by the Galeka-Kaffir War; and two years later, a British army

over 22,000 strong was needed to break the power of the Zulus under their king, Cetewayo.

Stormy years still lay ahead. In 1880, the Basuto War—and in the same year the rising of the Transvaal Boers

against British rule. Much more serious was the Second Boer War of 1899 in which the Orange Free State and the Transvaal joined issue with the British forces in South Africa. But if the Boers lost the battles of the war, and if for a time they felt themselves to be an isolated and defeated people, they have now come into their own again. The Union of South Africa is now as independent as any member of the Commonwealth can be. Over 60 per cent of her white population is of Dutch descent. In addition to English, the Union has Afrikaans (South African Dutch) as an official language. Men like Botha and Smuts led the Boers to make their peace with the British; their goal—a united nation in South Africa—confronts us to-day as a tribute to their success. And while there might still be cause for resentment of Britain and things British, South Africa has shown that this is not so by her loyalty to Britain and her service to the Commonwealth cause in two world wars.

Cape Town

For many people, their visit to South Africa begins when they step off the ship at Cape Town. Cape Town is built round a



South African Railways

THE SNAKE PARK AT PORT ELIZABETH

Port Elizabeth, the second city and port of Cape Province, stands on the shores of Algoa Bay. Its famous Snake Park in Bird Street is known to all visitors who will have living specimens of the snakes to be found in South Africa held up to their gaze by the attendants. Also at Port Elizabeth is Fort Frederick, which was built in 1709 and is thought to be the oldest British building in Africa south of the Equator.

*South African Railways.***BUILT IN THE DUTCH STYLE**

This is the Homestead of Groot Constantia, built by Governor van der Stel in 1685. Constantia is a famous wine centre, and the Groot Constantia wine farm contains about 140,000 vines. The early Dutch colonists introduced vines into South Africa to make brandy, and in 1688 Huguenots began to make wine there. To-day the vineyards of South Africa produce more than 7 million gallons of wine and 4 million gallons of brandy each year.

beautiful bay some distance north of the famous Cape off which sailormen still believe old Vanderdecken, "the Flying Dutchman" cruises in his ghostly ship in unending efforts to weather the Cape. Over the city towers Table Mountain which, at certain times of the year, has its flat top shrouded in mists that overhang it and form what is popularly known as "the Tablecloth." To one side of Table Mountain is the Devil's Peak, and to the other Lion's Head—so called for reasons that are perfectly obvious the moment you see the mountain.

Cape Town is a city of splendid buildings and wide streets of which the finest is Adderley Street. From Cape Town runs the great railway northwards for many hundreds of miles to the Victoria Falls of the Zambezi, and on into the copper-mining country of the Belgian Congo, forming the southern

part of the "Cape-to-Cairo" railway that was the cherished dream of Cecil Rhodes, the most famous of South African colonial pioneers.

The Native Peoples of South Africa

Land at Cape Town and you at once realise that Africa is the native continent of coloured peoples. For many of the workers on the waterfront and in the streets are Natives who do most of the labour in South Africa, both in town and in country. Large numbers of the Natives still live in their kraals or villages, growing maize and other crops, or keeping cattle. In the old days they fought, tribe against tribe; raids were common, and life was held cheaply by the great Bantu kings who swept as conquerors over wide areas. To-day, far from civilisation, the Natives live in peace and lead healthy lives in the open air. But in the towns they too often drift into bad habits, and

BOTH GOLD AND PRECIOUS STONES



This picture shows one of Kimberley's diamond mines, the Dutoitspan with its surface plant and headgear frame. The first South African diamond was discovered in 1866 by a farmer named Schalk van Niekerk and sold for five hundred pounds.



Photos: South African Railways

As this picture shows, the thoroughly up-to-date equipment of South African gold mines includes pneumatic drills. Workers like the Bantu shown in this picture drill out the valuable ore, their work yielding more than a hundred million pounds' worth of gold each year.

IN A VALLEY OF DIAMONDS



South African Diamonds

Not far from Pretoria in the Transvaal is the Premier Diamond Mine. It is a typical example of the older method of diamond mining by means of an open shaft. This system has been discontinued, but it seems wonderful that man should burrow after precious stones so much as completely to change the surface of the earth over a wide tract. This famous mine is the one which yielded the great Cullinan diamond, one of the largest ever discovered. In 1948 over ten million pounds' worth of South African diamonds were sold.

live in what we should call slum conditions, learning only the evils and neglecting the good things of European civilisation.

How the Natives Live

The Natives no longer roam about in armed bands as they did before the rule of the white settlers; many live independently in their hereditary areas such as Zululand, Basutoland, and Swaziland; others live in Native Reserves where they can have their

own farms; still others live among the white population, but keep to their own "locations." The Native Affairs Department of the Union government is responsible for many successful Native settlement schemes by which Natives tribes are persuaded to permit their land to be classed as a Betterment Area in which old tribal practices give way to modern beliefs and methods. The government has also granted land to the Native Trust and is at present working on a 12 year scheme costing

£10,000,000 for the betterment of the life of the Native peoples. Native health has recently been described as "a major national objective," and the memorial for South African soldiers who fell in the war has taken the form of a Health Foundation which supplements the work of the many existing fine hospitals available to Natives, as well as of the hospitals for the white population.

Native education is being extended and the National Housing Board is speeding up the production of homes for Natives and tackling the slum areas which tend to form when the Natives move into the towns.

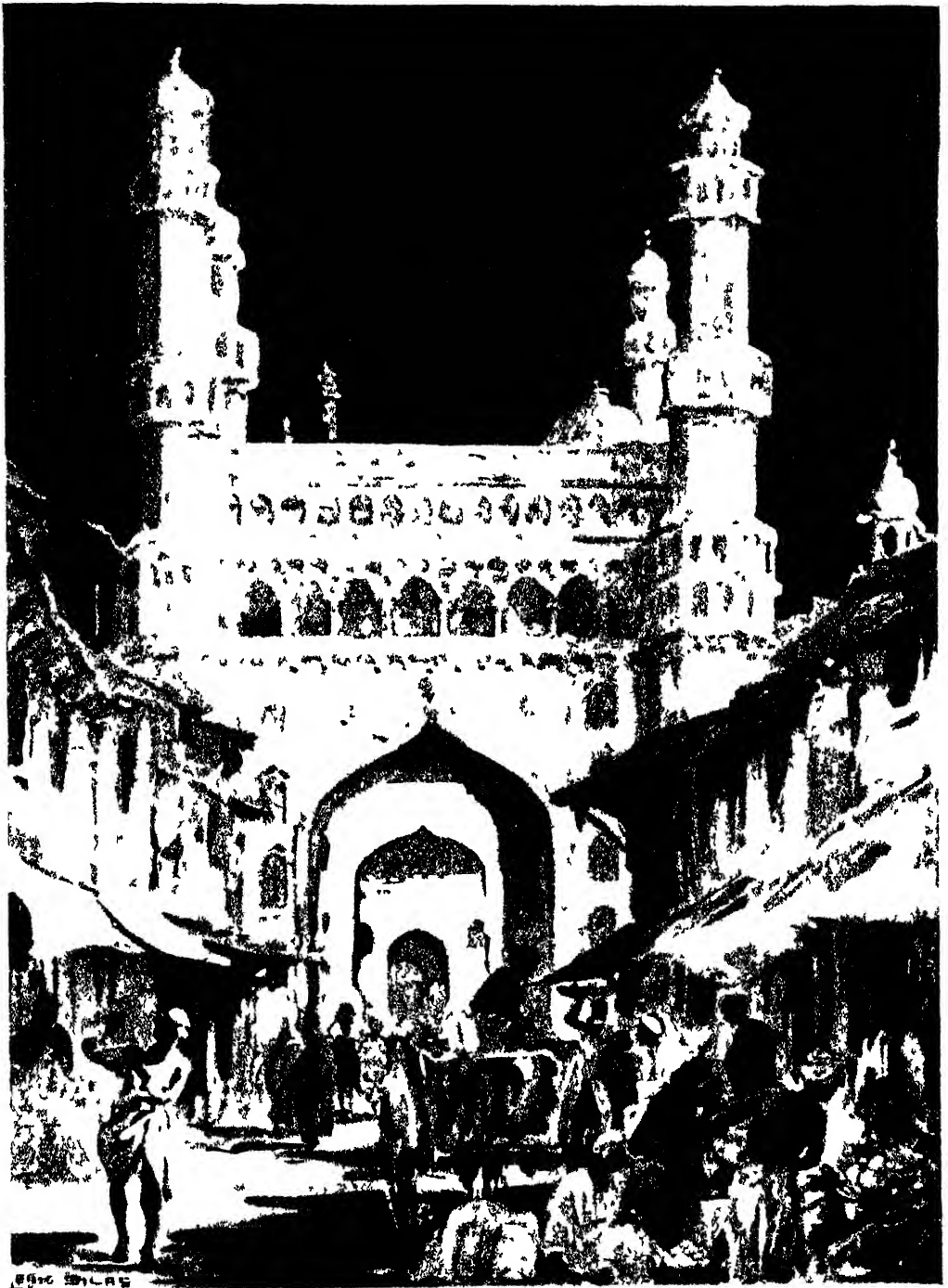
Native Africans are in great demand as labourers on the farms and in the gold and diamond mines; they are also employed as domestic servants in town and country. But always in the towns they live in parts set aside for them, where they have their own churches, schools and colleges. If they travel by train they



South African Railways.

A SCENE IN THE "CITY OF GOLD"

Johannesburg has been rightly named the "city of gold," for it is the centre of the Witwatersrand goldfields, the richest in the world. Here we have a view of one of the principal streets in this prosperous city.



AT THE CHAR MINAR IN HYDERABAD

Hyderabad the fourth largest city in India is the capital of the state of Deccan. Situated on the banks of the Godavari river, it is a beautiful city. The Char Minar, a famous monument, is situated in the heart of the city where the four principal streets intersect. It is a fine example of the architecture of the Char Minar, which is a blend of Islamic and Persian styles. The monument is a square structure with four minarets, each of which is a masterpiece of architecture. The minarets are built of red granite and are decorated with intricate carvings. The central square is a large open space where people gather. The Char Minar is a symbol of the city and is a popular tourist attraction.

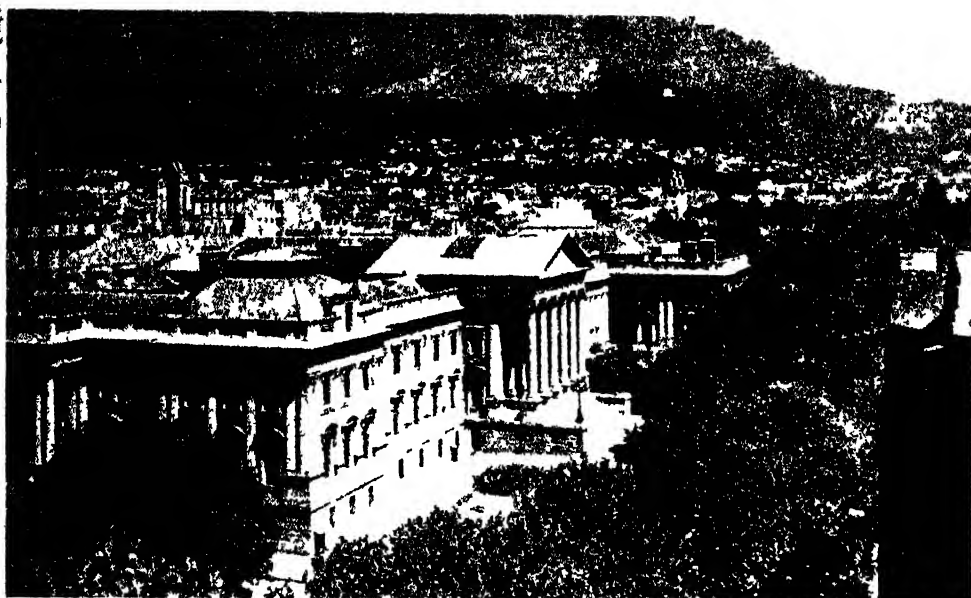


ELEPHANTS IN PROCESSION

See also page 101 of this work

Elephants are very highly used in India for ceremonial purposes and have always played an important part in public and private life. Most of the Indian princes keep elephants for state ceremonies. Previous to such an event the animals are thoroughly washed and scrubbed and have their hoofs trimmed. The next day their hides are painted with traditional designs and devices. On the occasion itself a colorful trappings and regalia is bestowed upon the elephants as well as precious silks and brocades and even gold and silver ornaments.

AT CAPE TOWN AND PRETORIA



The Parliament of the Union of South Africa sits at Cape Town in the Houses of Parliament shown in this picture. The buildings are constructed of Paarl granite and red brick and have blue skies, brilliant sunshine, stately oak trees and the vast bulk of Table Mountain as their lovely setting.



Photos South African Bush says

Though Parliament meets at Cape Town, Pretoria is the administrative capital of the Union. Here we see the stately Union Buildings which overlook the city from half way up the Memsjokop and are set in beautiful gardens.

must ride in the carriages that are specially reserved for them. Many are well educated and speak English quite well: large numbers, indeed, speak no other language nowadays. Perhaps the finest of them all are the Zulus, some of whom you are sure to see when you visit Natal.

In Natal, too, you will find large numbers of East Indians and you might wonder what these Asiatic people are doing in South Africa. They came originally to work on the sugar plantations, bringing their families and their own civilisation with them. Many have since become market gardeners and merchants.

The Build of South Africa

What is the country itself like? The map tells us that most of South Africa is a series of great table-lands, whose average height above sea level is from 3,000 feet to 4,000 feet. This fact is very important, for it means that South Africa is not so hot as it would be if it were lower, and is one of the reasons why South Africa has the sunniest climate in all the world. Wherever you enter it from the sea, South Africa rises steeply and suddenly a little way from the coast. If you leave the sea at the shore of the Cape Province, you climb up a giant "step" to the plateau of the Little Karroo; cross this plateau and climb another "step," and you are on a still higher table-land called the Great Karroo; go farther north still and up another "step" and you reach the High Veld—the rich grass-land country of the Orange Free State and the Transvaal.

The Great Rivers

The southern African plateaux are crossed by three great rivers: the *Zambezi*, which divides Northern from Southern Rhodesia; the *Limpopo*, whose monster bend forms the northern boundary of the Union; and the *Orange*, whose tributary, the *Vaal*, divides the Orange Free State from the

Transvaal. All three of them have falls and rapids where they cut through the table-land edges; on the *Zambezi* are the famous Victoria Falls, discovered by Livingstone in 1855; and on the *Orange* are the high Augh-grabies Falls. The *Orange* flows west down to the sea through dry and desert country and has no port at its mouth; but the *Zambezi* and *Limpopo* flow east and down to hot, wet shorelands on the edge of the Indian Ocean.

Railways, Roads, and Airways

A map of South African railways is an astonishing thing. If we take the great main Cape-Cairo route as a dividing line, we see to the east of it a network of railways serving busy towns, prosperous farms and rich mining areas; but to the west of it there are very few towns and hardly any railways at all. The reason is a simple one. The eastern part of South Africa is not only sunny, but it has plenty of rain brought by the onshore wet winds from the Indian Ocean; while the western part becomes drier and drier the farther west you go, until you come to real hot desert—the Kalahari, "land of the Great Thirst," where only a few Hottentots and Bushmen can exist. The western half is no home for human beings; the eastern half is rich in all things that make human life happy and prosperous.

As late as 1860, South Africa had but one railway, and that a very short line. To-day she has well over 12,000 miles of 3 feet 6 inches gauge line, and nearly another thousand miles with a somewhat narrower gauge. The railway system of the Union has more extensive mainline electrification than any other similar undertaking in the British Commonwealth.

Apart from railways, South Africa has a maze of good roads along which heavy goods are often transported by "trains" of coupled vehicles. The Union also has highly developed commercial aviation, and air services—

SCENES IN A NATIVE COLLEGE



In many parts of the Union, modern ways and beliefs are taking the place of the old tribal practices of the Bantu people. Native education is being extended and this picture shows us students of Bacteriology at the Fort Hare Native College at Alice in Cape Province.



Photos - South Africa State Information Office

Christian missions did fine work in the cause of Native education, and at Fort Hare Native College there are Anglican, Presbyterian, and Methodist hostels. As you can see from this picture of students in the physics laboratory, the old days of primitive life in a kraal are passing.

apart from local "air taxis"—have been under government control since 1934. Every large town has its airport or landing ground, and *Palmietfontein*, near Johannesburg, is the most important air centre in the Union. *Palmietfontein* and the smaller *Germiston* airport are focal points for air routes to Durban, Port Elizabeth, Windhoek, Kisumu on Lake Victoria, and Nairobi. To Johannesburg's *Palmietfontein* airport come B.O.A.C. airliners from London, travelling via Sicily, Luxor, Port Bell and Victoria Falls. The £2,000,000 international Jan Smuts airport at *Kempton Park* will be the most modern air terminus in the South when completed.

Vines and Fruits

The region to the north of Cape Town is a land of vineyards and fruit farms, yielding wine, grapes, raisins, peaches and other fruits that adorn our

shop windows when such fruits are not in season in the northern hemisphere. For South Africa is on the other side of the world and has seasons opposite to ours. This fruit-growing business is much like that of the Mediterranean lands and of California; for this part of the Cape Province has rain chiefly in winter, and the long, dry sunny summers that favour fruit-growing it only enough water can be supplied.

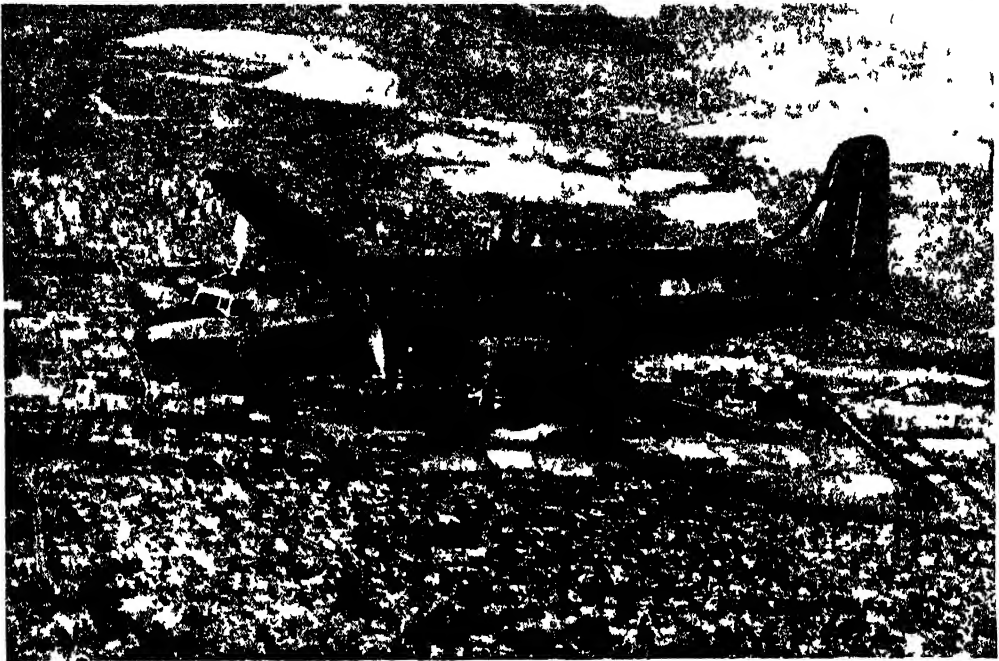
At Cape Town and other places can be seen fruit canneries, and "pre-cooling plants" where fruit is "cooled" before it is exported in ships specially equipped with "cool chambers" in which the fruit will not over-ripen on the long voyage.

A great contrast to these South African fruit-lands are those of Natal, where the climate is hotter, and where rain is much more abundant and spread more evenly over the year. In Natal grow pineapples, bananas and



South African Railways.

This could be a school in Britain, but it is actually the Roedean Girls School at Johannesburg, named after the famous girls school at Brighton, England. Education in the Union has reached very high standards and about 92 per cent of the European children in the Union go to state schools. Native and non-European children go to schools mainly provided by missionary and other private societies.



A SKYMASTER OVER JOHANNESBURG

South African Airways

The Union's state owned Airlines use Douglas Skymasters for their share in the air service which links Johannesburg with Britain. South Africa is very air conscious and her airways are a vital part of her internal and world communications. The Jan Smuts International Airport at Kempton Park, 14 miles from Johannesburg is one of the finest of its kind.

other fruits, as well as sugar-cane and a little tea just as they do in the hot wet coast-lands of Queensland, Australia.

The Veld

Farther away from the sea are great stretches of natural grass-land, known generally as the Veld, and in many ways like the grass-lands of Australia or the Argentine. Millions of sheep are raised on these splendid pastures, and wool is one of South Africa's chief exports as a result. In the drier areas such as are to be found on the Karroos, sheep, too, as well as goats and ostriches are reared, but since feathers went out of fashion, fewer ostriches are kept. The wetter grass-lands of the Transvaal and the south-east are fine cattle country, for cattle need much more water than sheep, which flourish best on the richer parts of the Great Karroo. In the cattle-lands dairy-farming is a very profitable business.

But rich as South Africa is, in fruits and grain, in sheep and cattle, we think of it first and foremost as the land of gold and diamonds, for its fortunes were largely built on these two valuable minerals, and gold and diamonds are still very important among its products to day.

Riches of the Mines

Johannesburg is the "city of gold," for near it is the richest goldfield on the globe—the Witwatersrand (white waters ridge), or as it is popularly called, "The Rand." The Rand stands on a high plateau nearly 6,000 feet above sea-level and stretches 70 miles from *Randfontein* and *Krugersdorp* in the west, through *Johannesburg* and *Germiston*, to *Springs* in the east. The rock in which the gold is found is now got from deep mines by expensive and up-to-date mining machinery, to be treated by scientific methods to make it yield its golden treasure.

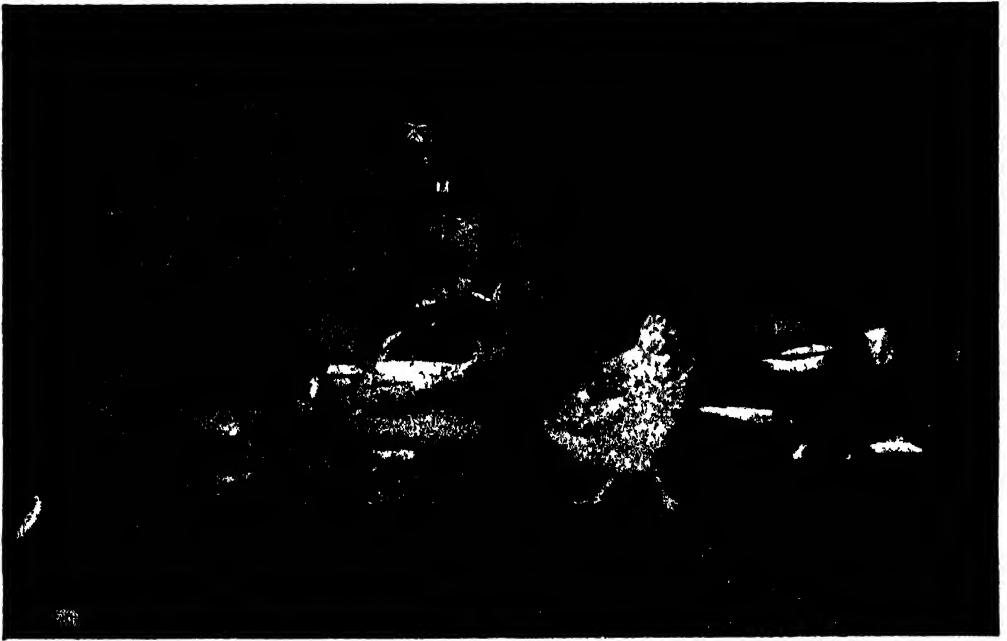
BANTU LIFE AND WAYS



These Shangaan women, who live on a Native location in the Letaba district of the Transvaal, are using a maize mortar " for pounding their maize into meal



Wearing pale blue blankets and adorned with many necklaces, bracelets and anklets, two Pondo housewives pause by the roadside for a friendly chat



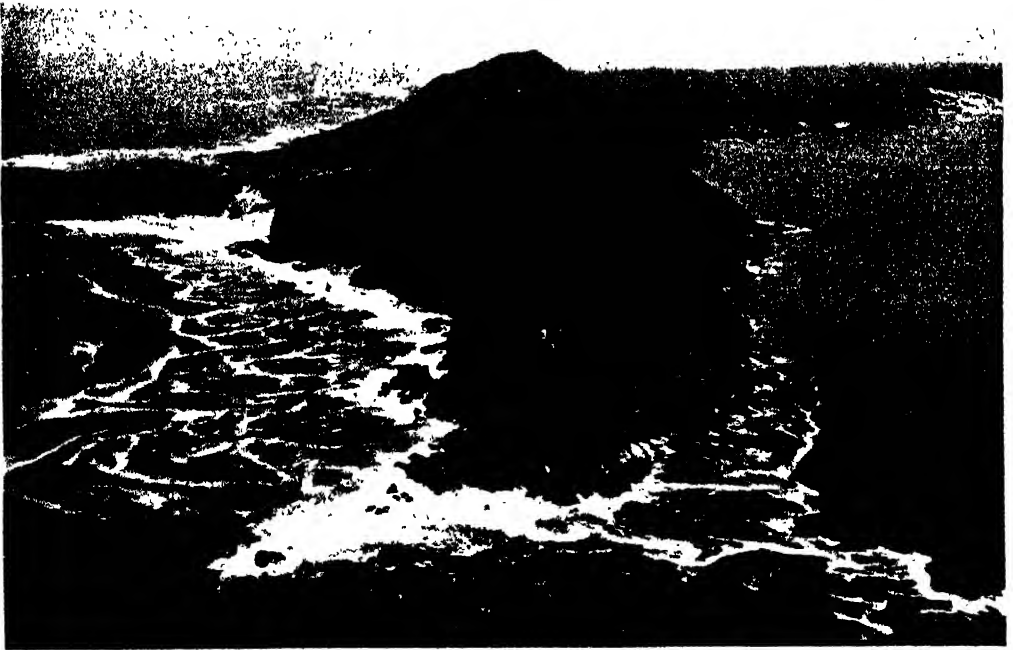
Photos South Africa State Information Office

This shows us the inside of a typical Zulu home in one of the more backward areas where tribal customs, witchcraft, and the witch doctor still influence the lives of the Natives. Such homes are visited by Health Assistants, under the Family Welfare Service scheme

SCENIC BEAUTIES OF THE UNION



Eighteen miles from Oudtshoorn, Cape Province, are the wonderful Congo Caves of whose subterranean wonderland only two miles have been explored. Rider Haggard visited the caves and is said to have been inspired by them to write *King Solomon's Mines*.



Photos - South Africa State Information Office.

When Sir Francis Drake sailed round the Cape of Good Hope in 1580, he described it as "the most stately thing and the fairest Cape we saw in the whole circumference of the earth." This description might well apply to the whole Cape Peninsula whose grandeur is revealed by this aerial picture.

Fewer than forty years ago the total area covered by Johannesburg was but nine square miles; to-day its municipal boundaries enclose an area of about ninety square miles, with nearly a thousand miles of streets and roads.

Johannesburg of To-day

South of the Equator, Jo'burg is the largest city in Africa, its Commissioner Street and other business centres being comparable to those of any place in the world. Looking at a picture of Commissioner Street, it amazes one to realise that well within the span of a single human life this vast metropolis of gold has grown to its present proportions and that precious metal to the value of over fifteen hundred millions of pounds has been won from the reef on which it stands. Although the Rand spreads across a high plateau, toil in some of the gold mines is actually carried on below sea-level and at a depth of one and a half miles under the earth's surface. South of Johannesburg is the Village Deep Mine which goes down to 7,700 feet.

Quite recently, new gold deposits were discovered in the Orange Free State, in an area centring round

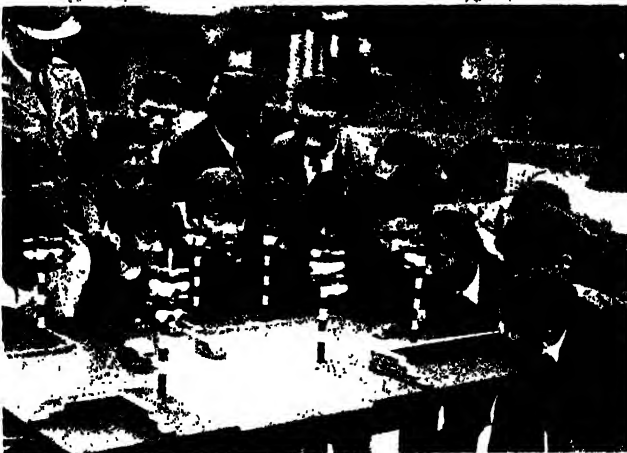
Odendaalsrust, about 150 miles from Johannesburg. The gold here does not lie close to the surface and prospecting the new field has meant deep drilling. Since 1936, about 190 miles of this work has been carried out. The new area is thought to be about 25 miles long and when this, and other Orange Free State fields, are in full operation fifty million pounds' worth of gold may be mined here each year.

Big Game Hunting

Large tracts of territory still offer many inducements to the sportsman, particularly in the Northern Transvaal. Possibly, though, you would be more interested in the Kruger National Park, on the eastern border of the Transvaal, by far the most impressive wild animal reserve in the world.

This park has an area of about 8,000 square miles and is the home of almost every species of African wildling from the elephant and the lion to the smallest of antelopes. Among its inhabitants are the timid giraffe and the zebra, the last-named breeding very freely where it is unmolested, whilst there are, of course, snakes and birds of the most scintillating colours imaginable.

You would find rest camps in this vast park, and it is quite the thing for entire families to spend their holidays here during the school vacation in July. There are good roads everywhere, reasonable facilities for such shopping as a tourist needs; whilst visitors can, in this delightful sanctuary, watch many of the wild animals as they lead what is to them an almost normal life, even if a few of the creatures do become strangely tame.



Fox Photos.

A LESSON IN SAFETY FIRST

Busy roads in the cities present their problems even in South Africa, and here a police officer is instilling the principles of safety first into the minds of cheery Native children.

FROM CAPE TOWN TO VICTORIA FALLS



ON THE LINE FROM MAFEKING

South African Railways

Belching smoke one of South Africa's powerful engines gathers speed as it leaves Mafeking. The Union has a network of railways covering all the important industrial, agricultural and dwelling areas and totalling more than 13,000 miles. The Union railways have more extensive electrification than any other similar undertaking in the British Commonwealth.

WE can get a very good idea of what South Africa is like by taking a journey along the great railway backbone of the South African system from Cape Town to Victoria Falls, and at the end of our long journey of 1,640 miles we shall have something to see that makes such a journey more than worth while.

From Cape Town we steam for many hours through a rich fruit-growing region, past towns with beautiful old Dutch houses, and with sparkling streams of water running down the sides of their shady avenues. We are over 100 miles from Cape Town before the train begins to make the steep ascent to the Karroo by many rising bends and tunnels. Up and up we go, but it is not until the morning of the second day of our journey that we are really on the Karroo, rolling across the dry lonely plains, past kopjes that stand out like high islands of steep red stone above the general level. At

evening the drab plain becomes almost wonderful—it takes on new colours; the scent of thyme and bush-herbs fills the air. Camp fires flicker in the dusk, and noises of cattle come from a distant farm, snug amongst its clumps of gums and willows.

The "Valley of Diamonds"

At *De Aar* junction we pass the cross-roads of South Africa, where a long line of railway branches off north-westwards to cross the Orange and link up with the railway system of South-West Africa, and another runs south-east across the Karroo to the coastal plain and the seaports of East London and Port Elizabeth. We continue our journey north, and 470 miles from Cape Town we cross the Orange and at last arrive at *Kimberley*, in the "Valley of Diamonds," 547 miles from our starting-point, where fortunes were won in a day when the diggings were first opened.

up. Since then many great stones have been found—one, the Porter-Rhodes diamond, discovered near the centre of the Kimberley mine, was valued at £60,000. Another famous mine is the Premier Mine near *Pretoria*, which city is the seat of government of the Union of South Africa. It was here that the famous Cullinan diamond, which is now among the Crown Jewels, was found.

Vryburg and Mafeking

But diamond-digging is not for us. We are to see a little of the mines, but not a great deal as we continue our run towards *Vryburg* where we could, if we wished, purchase outfits and hire Native guides to take us hunting hartebeest, gemsbok and wildebeest on the dry plains to the west. *Mafeking*, 100 miles farther along the line, reminds

us of its famous siege during the Boer War. Not far from the town is the native "Stad," where people of the Baralong tribe live under their chiefs, it has a population to-day of 3,000 Natives.

When we arrive at *Palapye* we are fewer than forty miles from Serowe, the capital of Bechuanaland, which is perhaps the biggest Native town in the whole of South Africa, and the headquarters of the Bamangwato tribe, once ruled by the famous Native king, Khama, who died not long ago at the great age of ninety-three.

Bulawayo

About 1,360 miles from Cape Town we reach the city of *Bulawayo*, which was founded in 1893 on the very spot where the chief kraal of the Matabele had stood until the downfall of the



ON AN OSTRICH FARM

South African Railways

Of all the birds in existence in our time the ostrich is the largest. To the top of its back and not counting its neck, the creature may be 5 feet in height. In parts of South Africa are large farms devoted to the breeding of flocks of ostriches, whose value lies chiefly in the wonderful plume feathers. The feathers are cut about once in eight months and the bird feels no more pain than you do when trimming your finger nails. About 60,000 lbs. of feathers are exported from the Union each year.

ON THE FRUIT FARMS



The climate of South Africa is ideal for the growing of luscious fruits of many kinds, the most famous of which is the orange. Citrus fruits such as oranges, grapefruit, and lemons form the second most important of South Africa's exports of farm primary products, and we see here Native orange-pickers bringing in baskets of fruit to a Northern Transvaal Farm.



Photos : South Africa State Information Office.

These Native girls are picking papaws on a Native Trust farm in Northern Transvaal. The papaw is a melon-like, semi-tropical fruit, with honey-golden flesh and myriads of tiny seeds in the centre. Papaws contain *papain* which has valuable medicinal uses, and though they are native to Central America they are grown extensively in the Transvaal.

Matabele King, Lobengula. To-day it is the largest town in Matabeleland; but Salisbury, the capital of Southern Rhodesia, is situated on the Mashonaland plateau, and has a population of nearly 70,000. Like most South African towns, Bulawayo is built on the rectangular plan that is usual in very modern cities in the southern hemisphere. A great bronze statue of Cecil Rhodes reminds all who come that way of the man who developed the vast territories called after him - "Rhodesia."

The self-governing colony of Southern Rhodesia, which to-day looks for federation with Northern Rhodesia and Nyasaland and perhaps eventual Dominion status within the British Commonwealth, is a rich storehouse of mineral deposits which are only now being thoroughly explored. In the *Gwelo* region are several of the important gold mines on which Southern Rhodesia has been built. At *Wankie* is one of the most remarkable of world coalfields. At *Que Que*, steel is now being manufactured from Rhodesian iron ore. There are, moreover, unassessed resources of asbestos, chrome, and mica.

Of great importance as an export crop is Rhodesian tobacco. Cotton, too, is successfully grown, and during the war an experimental mill was set up at *Gatooma*. Maize, meat and fruit are also important crops of Southern Rhodesia.

By Victoria Falls

Visitors make a point of visiting the Matopo Hills, to the south of Bulawayo, to see the last resting-place of Cecil Rhodes, at the top of a rounded granite hill, from whose summit the surrounding scenery is so wonderful that it is known as "The World's View."

From Bulawayo the main line strikes north-west, by way of the Wankie coalfields to Victoria Falls Station, which is about a mile from the famous Falls, and not far from the Victoria Falls

Hotel, which we can make our centre for the trips to the chief points of interest.

The Victoria Falls are even more astonishing than Niagara. The Zambezi River, here rather more than a mile in width, plunges bodily into a narrow chasm 400 feet deep, to rush madly through a narrow zig-zag gorge that straightens out eventually; and after forty-five miles of pent-up energy in this long cleft, the Zambezi recovers its normal width and its stately progress to the sea.

The Smoke that Thunders

David Livingstone discovered these famous Falls in November, 1855. In his account of this discovery he tells how he saw in the distance five tall columns of vapour, white below and dark above, as if vast areas of grass were on fire, and thus accounts for the native name given to the Falls by his followers - *Mosi-oa-Tunya*, "the smoke that thunders." He describes his canoe journey to the island, which hangs perilously over the lips of the Falls (now called after him "Livingstone Island"). "Creeping with awe to the verge," he says, "I peered into a large rent which had been made from bank to bank of the broad Zambezi. . . . On looking down into the fissure on the right of the island, one sees nothing but a dense white cloud, which at the time we visited it, had two bright rainbows in it. From this cloud rushed up a great jet of vapour exactly like steam, which condensing, came back in a constant shower, which soon wetted us to the skin. This shower falls chiefly on the opposite side of the fissure, and a few yards from the lip there stands a straight hedge of evergreen trees, whose leaves are always wet."

The Rain Forest

This "hedge" is the dense Rain Forest fringing the shore opposite the southern lips of the Falls, and divided by the chasm known as the Boiling

'NEATH AFRICA'S AZURE SKIES



Fruit grows as well in South Africa as it does in California, for both are lands where sunshine never fails. Here we see the harvesters at work on a typical farm in Western Cape Province where some of the best grapes in the world are grown.



South Africa State Information Office

South Africa has an important canning and preserving industry which, as far as fruit is concerned, has most of its factories in the Western Cape Province near the chief fruit growing districts. This picture shows us fruit being prepared for jam making at Worcester in Cape Province.

Pot, through which the imprisoned Zambezi makes its escape from the Palm Grove opposite the south-eastern rim of the Falls. The railway from Cape Town skirts the edge of the Rain Forest, crossing the gorge at a point about 200 yards below the Boiling Pot in one magnificent arched span of 500 feet, at a height of 400 feet above low-water level. Trains cross this bridge at only about five miles an hour, and when the river is high, in the month of April, the spray from the Falls washes the carriage windows. You can cross this bridge on foot, if you pay the usual toll of 1s "return." You may even descend by iron ladders fixed in the side of the gorge to the left of the bridge, into the gorge itself and view at close quarters the terrifying rush of waters.

The Rain Forest is a tangle of great trees linked by festoons of creeping vines, amid which fairy rainbows continually dance in the spray. Sometimes you may see a troop of baboons busy amidst the greenery, and if you hunt among the tree roots and the stones you will find hundreds of crabs of all sorts, sizes and colours—land crabs, of course.

The most beautiful of the cataracts into which the Falls are divided are the Rainbow Falls, which can be best viewed from Danger Point; but the most awe-inspiring are the Main Falls,

by the side of Livingstone Island. There is nothing on the African continent more calculated to inspire awe, and you may be sure that no one with nerves stands too near the edge of any of the numerous vantage points. At the Falls is an excellent hotel which offers the best civilisation has to give actually in the realms of the primitive and in a setting that has been termed the Taj Mahal of Nature.

Victoria Falls and Niagara

A comparison between the Victoria Falls and Niagara is very startling—the Victoria Falls are about 400 feet high, while Niagara at its highest is only about 167; and Victoria Falls discharge 100

million gallons of water a minute, while Niagara discharges about 84 millions. For a long time there has been talk of harnessing the Victoria Falls to power-stations, and of sending electrical power by transmission lines to the great gold-fields of the south,



By permission of the High Commissioner for S. Rhodesia

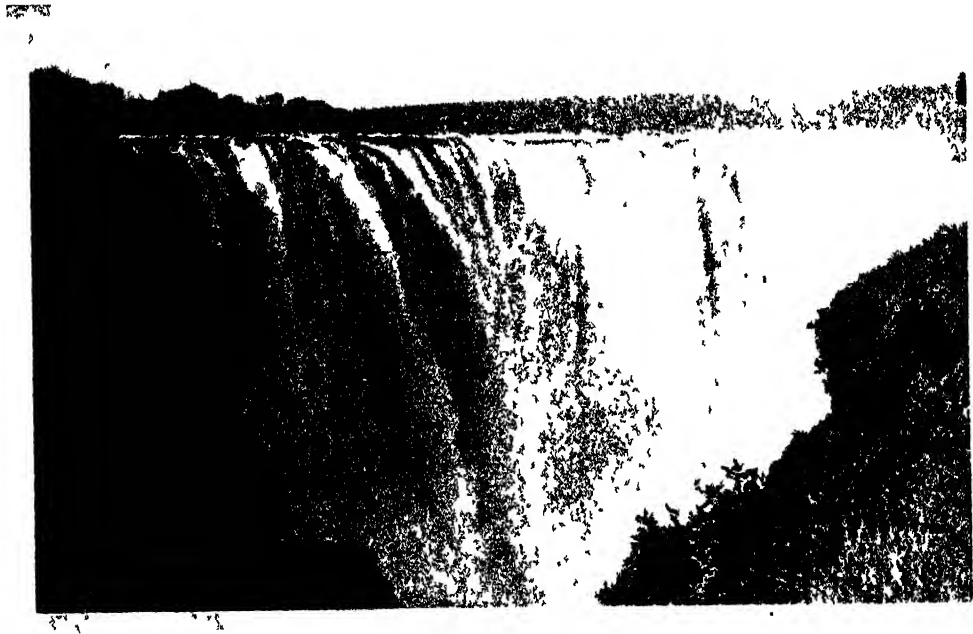
A STATUE OF CECIL RHODES

This fine bronze statue of Cecil Rhodes stands in Main Street, Bulawayo, set up on stones brought specially from the Matopo Hills, where the great Empire Builder was buried.

TWO VIEWS OF THE VICTORIA FALLS

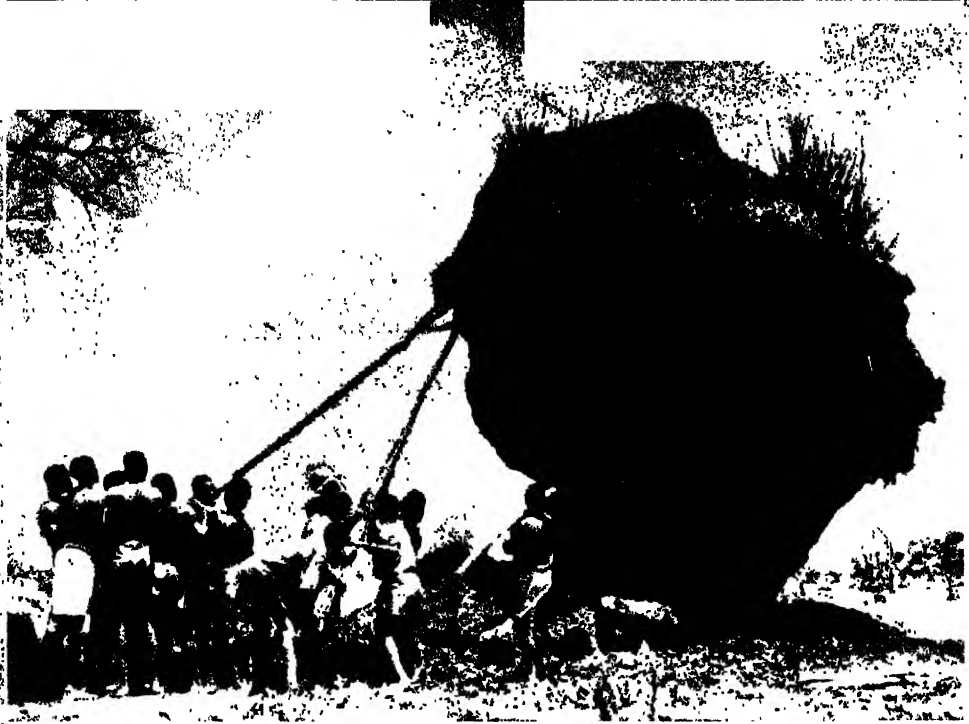


The Victoria Falls on the Zambezi River in that part of Africa now known as Southern Rhodesia were first discovered by the famous missionary, David Livingstone, in 1855, and are about a mile long and some 357 feet deep. This photograph was taken from the air.



Seen from the air.

Livingstone's black followers called the Falls Mosi oa Tunya, which means "the smoke that thunders." After the Falls the river runs through gorges and ravines till it reaches the Kehrabisa Rapids, after which it becomes navigable for 400 miles to its mouth.



A. J. Shipley.

A TOWERING CITY OF THE ANTS

Even in England we can find quite large ant-hills, but none to compare in size with the Rhodesian ant-hill shown in this picture. More than a dozen sturdy Natives are needed to overthrow the giant hill which has been reared above the ant-city.

just as the Canadians and Americans have harnessed Niagara. But up to the present the Victoria Falls remain free although the possibilities of a great hydro-electric station at Kariba Gorge, east of the Falls, are now being considered.

From Livingstone we could, if we chose, continue the journey by rail to Lusaka, capital of Northern Rhodesia, and on to Broken Hill, a rich lead and zinc-mining district, and a good starting place for a hunting trip; but one has to remember that animals cannot be used for transport there because it is partly in the "fly" belt, where the deadly tsetse fly brings slow death to horses, oxen and other creatures. From Broken Hill we could go by way of Elizabethville, in the province of

Katanga (Belgian Congo) and Kambove, both in a rich copper-mining region, to Bukama on the Upper Congo, and on to a river port on the Kasai River.

But we think better of it, for there are very interesting things for us to see in Southern Rhodesia, which we missed on our trip through it to the Falls. So we take train back to Bulawayo, changing into another for Gwelo and Fort Victoria, twelve miles from which are the remarkable ruins of Great Zimbabwe, about which there has been more argument than about the Pyramids.

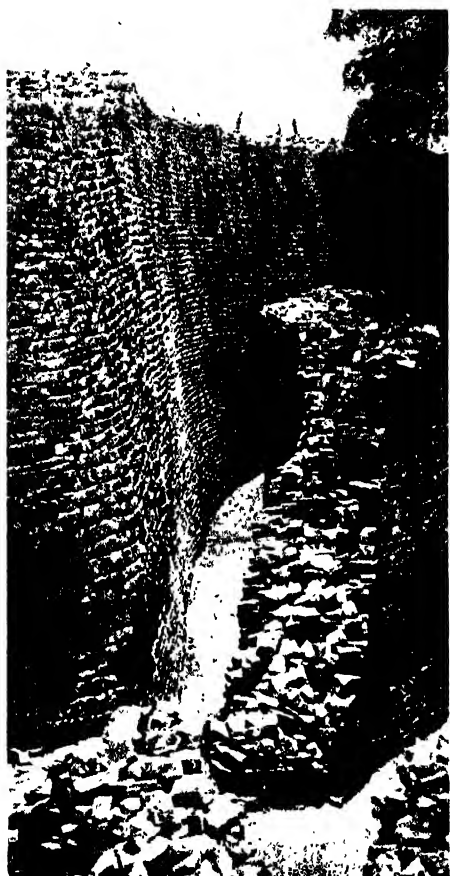
Nobody really knows who built this city stronghold, although all sorts of stories have been told to explain it. Its origin is hidden in the mists of the past, but it is evidently the work of a

forgotten people who knew that gold was to be got in large quantities in the neighbourhood, for abundant traces of their workings have been discovered. For a long time it was thought that this was the city whence the Queen of Sheba procured gold to present to King Solomon when she paid him the State visit recorded in the Old Testament, but this has been proved to be only a romantic tale

Zimbabwe

Zimbabwe ruins lie in three great

groups, which all at one time probably formed parts of a well-populated city, of which the so-called citadel formed the central point. The Zimbabwe people had wonderful systems of irrigation for their fields, carrying water for hundreds of miles along the hillsides. The stones of which the temples, forts, walls and palaces are built are set in place without mortar. One of the strangest buildings is a mysterious conical tower in front of the court of the temple. Yet the people who inhabit the region to-day are the simple Makalanga tribesmen—



South African Railways.

AN AFRICAN MYSTERY --

(1) In Southern Rhodesia are to be found the remarkable ruins of Great Zimbabwe, about which there has been more argument than about the Pyramids. Here is shown the extraordinary inner passage of the Temple.



Southern Rhodesian Publicity Bureau

WHICH PUZZLES EVERYONE

(2) And in this photograph we see the outer parallel passage of the Temple. The Zimbabwe ruins indicate that at some remote period there existed hereabouts a well-populated city. These unknown people built stone structures without mortar.

Natives whose best efforts at architecture are their little huts of wattle-and-daub.

Bushman Paintings

Great Zimbabwe, once a king's capital, a great trading centre, with its fortress and temple, its gold-mines, craftsmen, builders and skilful farmers, is now nothing more than heaps of ruins for learned men to dispute over while the Makalanga squat at their hut doors and wonder in their simple minds what all the fuss is about.

If we explore the Matopo Hills carefully, we shall find things far older than Zimbabwe that are the works of men. On the rocks are strange paintings in colour done by the prehistoric bushmen—hunter-artists who lived there long ages ago. More than one

such rock painting shows the Victoria Falls as five streams of white water falling over red cliffs, with a cloud of white vapour rising high above all.

Did the race of men who built Zimbabwe come from far-away Arabia? No one can say, but the Arabs have always been wonderful traveller-traders.

Some claim that Southern Rhodesia was the land mentioned in the book of Genesis as "the whole land of Havilah where there is gold," and that the people who built Zimbabwe were Sabaeans from the distant Yemen. But proof of such theories has yet to be found. The ancient builders left neither burial grounds nor inscriptions, although statuettes and trinkets have been found and can be seen in the museums at Bulawayo and Cape Town.



HOFFMAN SQUARE, BLOEMFONTEIN

South Africa State Information Office.

Bloemfontein is the capital of the Orange Free State and has a total population of about 90,000, of which some 41,000 are Europeans. Here are the lovely gardens of Hoffman Square set around a memorial to those who fell in the World War of 1914-18. Bloemfontein is also the judicial capital for the Union, the Court of Appeal being set up here in 1910.

NATAL AND THE ZULUS



AN OX-WAGGON AT THE FORD

South African Railways

Though the Union of South Africa has State-owned air services, good roads, and steam and electric railways, almost every country district has its traditional ox-waggons. To-day, the patient beasts haul heavy loads for the South African farmer as their kind did for his pioneer ancestors.

IT was Vasco da Gama who gave Natal its name. When, in 1497, he "doubled" the Cape and began feeling his way carefully along the shores of South Africa, he came on Christmas Day to a dim coast-line which he called in honour of the day the "Land of Natal."

The Terraces

To-day Natal is one of the most prosperous provinces of the Union of South Africa. She is different from all the rest. The long slope from the high ridges of the mighty Drakensberg down to the Indian Ocean looks towards the sea and the warm trade-winds which bring abundant rains to all the province. Natal is warmer and wetter than the rest of the Union; the land rises from the coast in three wide terraces or belts, each of which offers its own special

advantages to farmers and planters.

Nearest the sea is the subtropical belt, moist and warm, where planters grow sugar-cane and tea, subtropical fruits like bananas and pineapples, mangoes and papaws. Many of the workers on the sugar plantations are not African Natives, but Asiatics, who have come from India, bringing with them their families, their priests, their shops and their amusements. You can see them at work in the green cane, the bright dresses of the women giving gay spots of colour here and there; you can hear the beat of their drums at night, and the thin pipe of the Hindu flute; you may come upon a small Mohammedan mosque or perhaps a white plaster Jain temple in the heart of the sugar-cane country; and you meet in your walk home in the cool of the evening veiled Moslem women, slender Hindus, and quiet Tamils—

of different religions but all from India and many working in Natal sugar-cane plantations and in the towns.

The Higher Belts

Beyond the coastal belt there is another and higher terrace where maize, millet, Kaffir corn and other grains are grown, and where cattle, sheep and horses are reared. It is chiefly in this "midland" belt that the wattle grows, whose bark is of great value in tanning, and is used not only to cure South African leather, but also in the tanneries of other countries.

Above this belt rises the third—the "upland" belt, which is cooler than the others because it is much higher above sea-level. This is a land of

cattle and sheep, of wheat and barley, of potatoes and garden vegetables.

Up in the Drakensberg

Behind all three belts rise the slopes of the Drakensberg Mountains, a giant rampart 600 miles long, separating Basutoland from Natal. The highest peaks are Champagne Castle (11,500 feet) and Mont aux Sources (10,800 feet). You can go up to these grim heights from the coast at Durban, the busiest port in the Union of South Africa, taking the train to Bergville, where you leave the railway for a mountain hotel near the deep gorge of the Tugela River.

Very early in the morning you start out with the guide, breakfast at "Breakfast Rock" before 8 a.m., and



South African Railways.

THE RICKSHA "BOY"

A favourite form of transport in Natal is the ricksha, which may be said to take the place of taxi cabs for short distances. These vehicles are drawn by Zulus picturesquely garbed and wearing strange headgear. Many of these ricksha "boys" are upwards of 6 feet in height, and can pull their loaded carriages at a rapid pace mile after mile without tiring. Owing to the nature of their work, however, these men are said to be short-lived.

THE UNION OF SOUTH AFRICA



Photo: Planet News

Cape Town is the Mother City of South Africa, an important world seaport, and the legislative capital of the Union of South Africa. It lies in an amphitheatre between Table Bay and the steep sides of Table Mountain, which rises to a height of about 3,500 ft. Part of Capetown is built on the slopes and there is a cable-way up Table Mountain. Green Point, almost at the top of this photograph and about two ins. from the right-hand side, is a bathing beach and residential area. Part of the city can be seen stretching away below the two climbers making the ascent of Table Mountain.

ROARING WATERS AND A SILENT BELL



Photo F.N.A.

Here is a distant view of the famous Victoria Falls on the Zambezi River in Southern Rhodesia. It was taken from the Eastern end of the gorge into which the Zambezi drops.



Photo Doreen Leigh

Most old Dutch homesteads have these slave bells mementoes of the days when they called the slaves to work. The photograph shows the slave bell preserved in the Capetown Municipal Gardens.



Photo F.N.A.

The name of Cecil Rhodes is closely associated with the development of South Africa towards the end of the nineteenth century. This was Rhodes' house, Groote Schuur, in Cape of Good Hope Province.



Photo F.N.A.

The Transvaal is famed throughout the world for its gold mines. In this photograph we have the headgear of a Rand gold mine with native workers coming from the mine at the end of the day.

WITH THE ZULUS OF TODAY



Photo F N A

Zulu land is a division of Natal but was formerly ruled by Zulu kings. The Zulus include various tribes of Bantu speech. In these days most of them are engaged in peaceful pastoral and agricultural occupations and live in kraals under their own chiefs. A certain number migrate to the towns or to work in the mines. A typical Zulu kraal is seen in the photograph above.

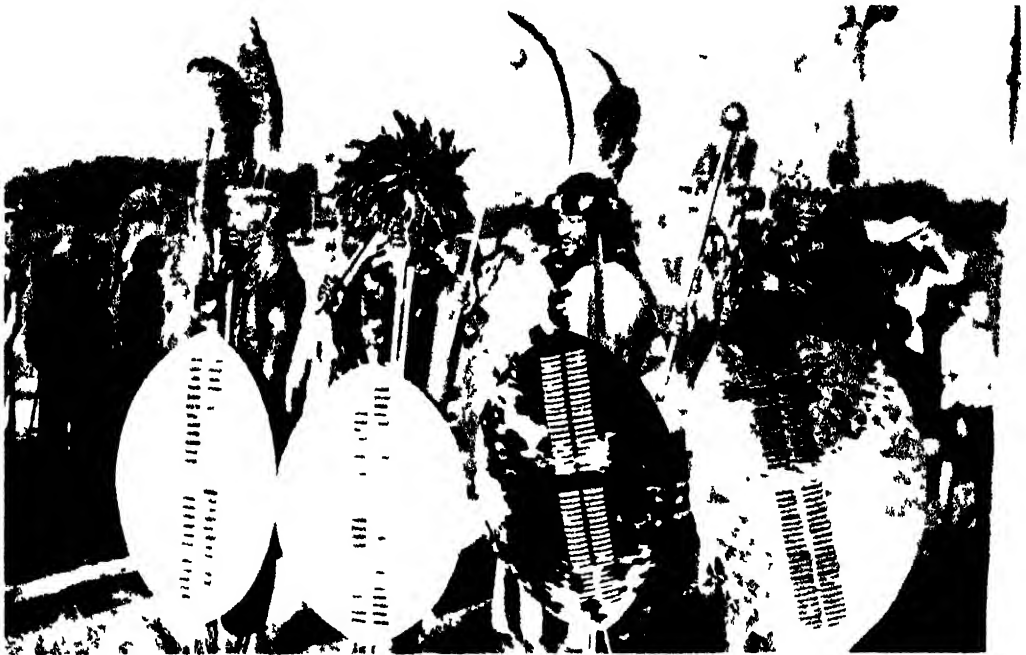


Photo Topical Press

Great warriors were the Zulus at one time and early in the nineteenth century they had developed an autocratic military organisation. Under their King Cetewayo they came into conflict with the British and fierce battles took place. Today their military attire is not greatly in evidence except on special occasions. Our photograph shows four Zulu warriors in full dress, carrying shields, assegais and knobkerries.

THE LAND OF THE OSTRICH AND ZEBRA



Photo: Central Press

Largest living bird in the world is the Ostrich, and in South Africa, ostrich farming is quite an important industry, as the plumes of the birds have a high value. These plumes are taken three times in two years, the feathers being cut two ins. from their sockets. These sockets are without nerves and the birds feel nothing when the plumes are cut. Our photograph was taken on an ostrich farm at Outsdoorn, South Africa.



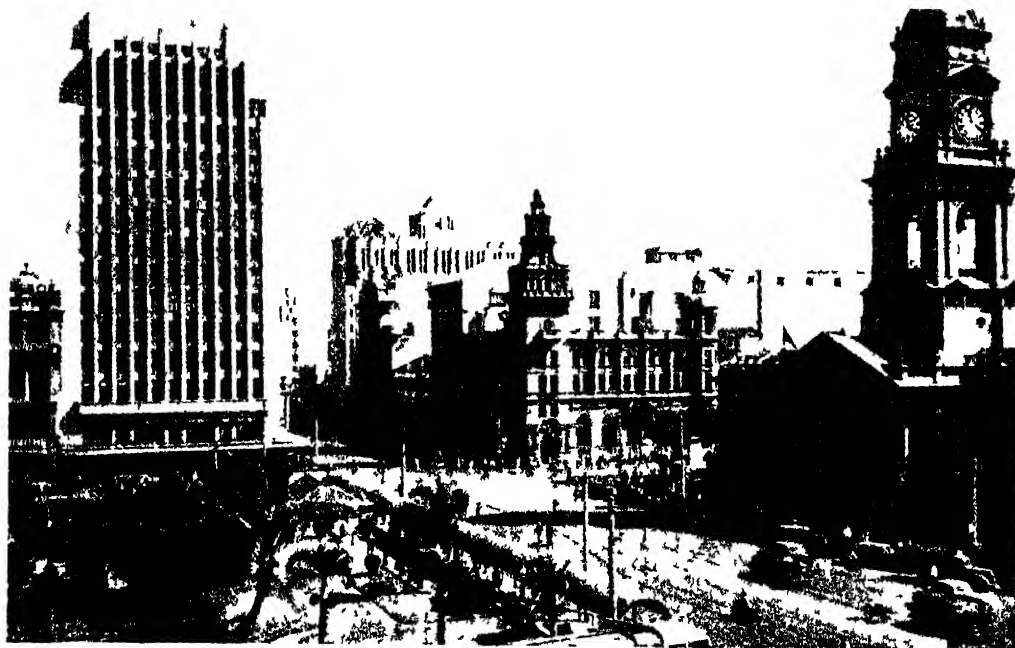
More than sixty years ago, there was great danger that the wild life of South Africa was vanishing before the guns and snares of white and native hunters. A great national park was planned but it was not until 1902, that the Kruger National Park became really established. Today, the animals for which South Africa is famed, such as the zebra, the giraffe and others, can roam unmolested in this great park.

THE VALLEY OF A THOUSAND HILLS



South Africa 11 Durban

Hill way between Durban and Pietermaritzburg is The Valley of a Thousand Hills — one of the most famous beauty spots in Natal province. The picture shows us the hotel to which tourists come for magnificent views of the surrounding countryside.



South Africa 12 Durban

Though Durban is not the capital of Natal province, it is the chief commercial centre. The city has a population of over 400 000 (133 000 Europeans and 267 000 non Europeans). This picture shows the shopping centre and City Hall.

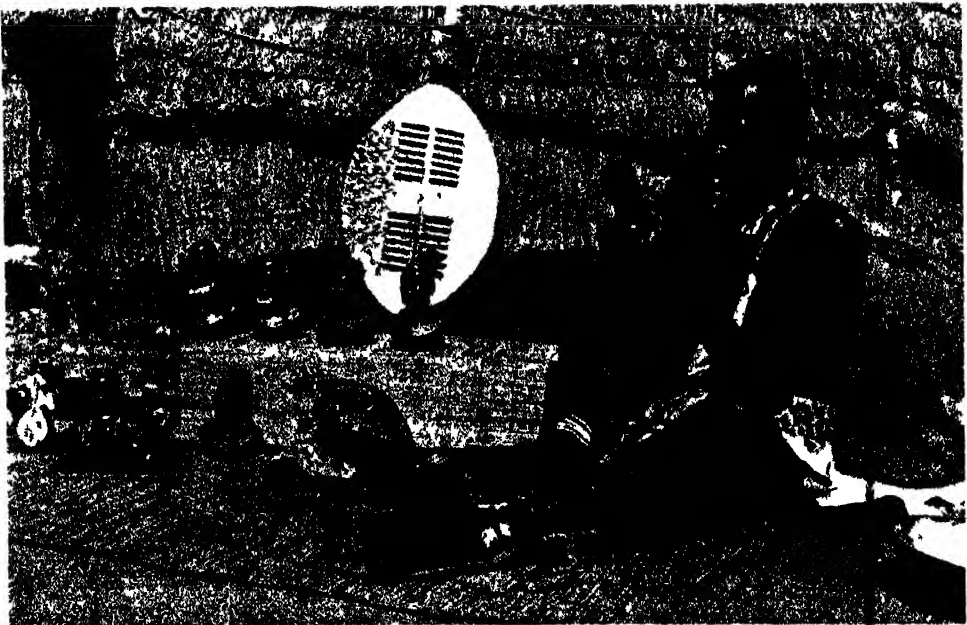
THE MEN OF ZULULAND



Here is a Zulu chief in full war kit standing keen and alert outside his hut in the native kraal or village. The Zulus are a splendid race of African Natives.



This elderly Zulu is sitting in solemn contemplation wearing his ceremonial blanket. At one time Zululand was a powerful kingdom.



This is a typical Zulu craftsman engaged in making clay models of animals and heads outside his native hut.

The word Bantu is used to describe the various languages numbering nearly 400, of the African Natives. It is also used as a racial description and includes many types of African from the pygmies to the tall Zulus. Our picture shows a typical Zulu craftsman engaged in making clay models of animals and heads outside his native hut.

go up and up through woods of wild elder and tree-ferns to the magic colour of the base rocks of Mont aux Sources in the sunlight. It is cold up there, especially to those who have come from the lazy warm lands by the sea ; but the view is one of the world's wonders.

There is a famous pass in the Drakensberg at the head of the Goodoo Gorge, over which the dignified Basuto farmers stalk beside their shaggy ponies loaded with bags of grain or rough bales of wool from their farms in the valleys of Basutoland to sell in Natal. There are places, too, where you can see the rock paintings of the first people who lived among these mountains—the Bushmen, who dwelt in this part of Africa long before the advance southwards of bigger, stronger and more intelligent people from the north.

The Natives who lived in Natal when first the Dutch and then the British began to make their homes in the country were the Zulus, who live to-day mainly in their own country of Zululand, ruled by their chiefs under the supervision of officials.

A Race of Warriors

The Zulus are a splendid race of Africans, tall and well-built, living in their neat huts of beehive shape in their kraals or villages, sometimes on the hilltops, sometimes on the slopes just above the bottom of a valley. Their homes are marvellously constructed of plant twigs and poles bent over and plaited with smaller ones, and then covered with long grass thatch. The furniture is of the simplest—a few mats, vessels for cooking and storing food, a kaross (skin) or two, and that is all. Around the kraal are the mealie patches in which maize is cultivated ; a cattle enclosure is close by, for the Zulus rear many cattle.

When the white men first made treaties with the Zulus, the terrible Chaka was lord of the land ; he was



South Africa State Information Office

A ZULU CONSTABLE

This Zulu constable typifies the proud warrior tradition of his race. His name is Bule and he is the great grandson of a Zulu king. Like the other members of his Force, he is a dependable and trustworthy policeman.

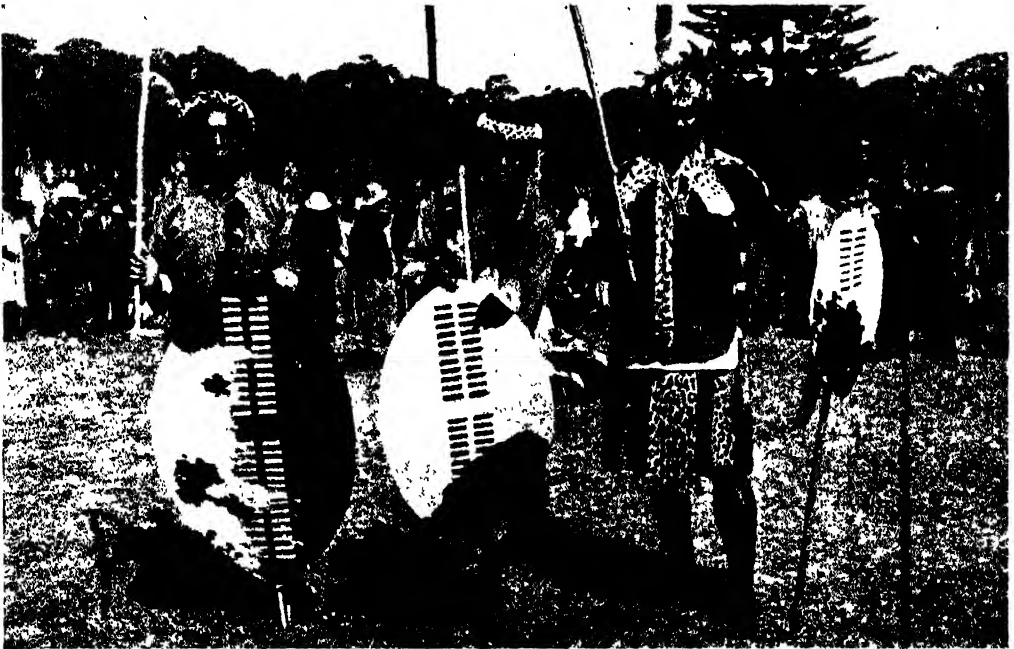
slain by his brother Dingaan, another powerful Zulu king whose *impis* (regiments) "ate up" all the smaller peoples who dared to resist him. Cetewayo, a later king, fought the Zulu War with the British, but was defeated after a brave struggle, and Zululand was taken over at last in 1897 by Britain, forming now part of the Union of South Africa.

In the towns, especially in Durban, you will see Zulus most wonderfully decorated with ostrich feathers or horns on their heads and ornaments and

SOME ZULULAND TYPES



The Zulus are a splendid race of Africans, tall and well-built, and once formidable warriors. To day they live a peaceful farming life in their own country of Zululand, ruled by their chiefs under official supervision. The picture shows two Zulu wives and (right) an unmarried girl.



Photos : South Africa State Information Office.

Here, in the finery of their ceremonial dress, are three members of the Mandhlakazi tribe of Zulus. We can imagine from this picture how fearsome and imposing the Zulu *impis* must have appeared in the times before peace came to Zululand. Older Zulus will still tell tales of those distant days when such kings as Chaka, "that great one," ruled.

WONDERFUL HOWICK FALLS



South Africa State Information Office

Fifteen miles from Pietermaritzburg, Natal Province, the Umgeni river plunges over a sheer precipice into a dark basin 305 feet below, forming these beautiful Howick Falls. The distance is double that of Niagara and when rain swells the river waters the falls become one of the most impressive in the world. Part of the power of the falls is used to generate electricity but their scenic beauty has not been spoilt.

bangles on their arms, drawing the rickshas that are commonly used by people for short journeys.

The Zulu of To-day

It is only in remote Zululand that you will see Zulus as they were when Chaka, "the great elephant whose tread shakes the earth," ruled with a rod of iron; and that only on special occasions—tall warriors with skin karosses about them, white tails of gnus at their knees, with hide shield and assegais. To-day the Zulus are peaceful farmers growing mealies, Kaffir corn from which their favourite drink, *tshwala*, is made, pumpkins, beans and sweet potatoes. Cattle, sheep and goats are looked after by the boys. Gardening near the kraal is done chiefly by the women and girls. Men set up the framework of the huts, but women always do the grass-thatching.

Not so long ago the real power in the

Zulu kraal was the witch doctor whose command over the spirits of the forest, bush, and water was respected and feared by all. Witch doctors are now forbidden by law, but in the kraals you may still hear tales of their charms and of the "spirits" they controlled; and older Zulus will tell how the spirit of Chaka, "that great one," wanders at night with his ghostly *indunas* and *impis* over such old battlefields as Rorke's Drift, Isandhlwana, and Ulundi.

One of the sights for visitors to Zululand is the Hluhluwe Game Reserve, nearly 200 miles from Durban, which is famous for its black and white Rhinoceros. Accompanied by Native Game Guards, you can wander freely in the Reserve, staying overnight at one of the Rest Huts where everything including hot and cold water and servants is provided at a remarkably low cost. The Reserve has the appropriate telegraphic address of "Rhino."



South African Railways.

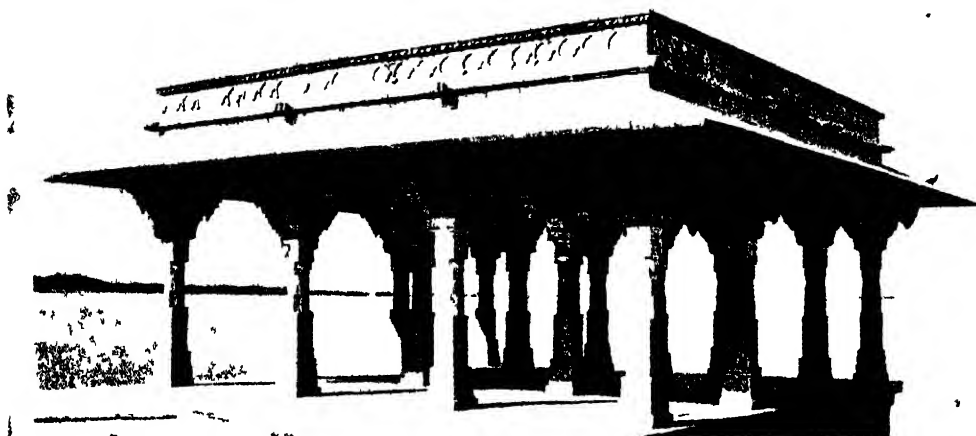
IN THE DRAKENSBERG MOUNTAINS

The beautiful and rugged Drakensberg Mountains form a giant rampart dividing Basutoland from Natal. They are the "Himalayas of South Africa" whose jagged peaks rise in places to over 11,000 feet. In few parts of the world can untamed nature be seen in such magnificence.

The Story of the World and its Peoples



India and Pakistan : Two Members of the Commonwealth



Col. I. D. Fayer

A WONDERFUL BUILDING AT RAGNAGAR

Ragnagar is a remote place in Rajputana—a district made up of several States each ruled by its native prince—and here we see a structure of singular beauty whose pillars and ceiling give evidence of most exquisite carving and workmanship. This building is of great antiquity but so far from the beaten track that few people can visit it.

THROUGH INDIA'S DOMINIONS

THE vast country known as India is now divided into two separate members of the British Commonwealth, while the Princes' States, though retaining their independence in some degree, have made treaties or agreements with the Government of India for purposes of trade, transport and communications.

This great sub-continent has a total population of 389 millions who do not belong to one but to many peoples. It has some 222 languages, exclusive of many dialects, 14 languages are now officially recognised. Hindi, or Hindustani, will become the official language in time, but English will be used for some years for all official purposes.

The history of India goes back into the distant past, but the first real

landmark in its history was the invasion in 326 B.C. by Alexander the Great. Yet the oldest Indian books are believed to date from about 1500 B.C. and are written in Sanskrit, which is not unlike Persian.

There had been many and varied chapters in the long story before the East India Company was founded in 1600 to carry on trade in the country. The first settlement of the East India Company in time grew into the great city now known as Calcutta. By 1758, when Clive became the Governor of Bengal under the East India Company, British influence had become dominant. Just a hundred years later the British government took over control of all the territory administered by the Company. Later, on January 1st, 1877,

Queen Victoria was proclaimed Empress of India.

Under the British Raj (rule) the quarrels among the different races disappeared to a large extent; education, medical science and industrial organisation brought about great and beneficial changes, while the Indian princes ruled their own territories with the advice and assistance of the British.

Various changes in the government of the country have taken place during the course of the present century as well as steady improvements in the educational system, while railways have been built and many public works carried out. The desire for self-government grew stronger and several British commissions endeavoured to arrange a system of government which would be fair to all parties and avoid the dangers of civil war.

The British government eventually decided that India should become a self-governing nation as soon as possible and Lord Mountbatten was appointed Viceroy to assist the different peoples in the task.

The result, however, was not all that was hoped for, and two separate dominions were created, India and Pakistan, as from August 1947.

This was the best solution of the apparently impossible problem of reconciling the Hindu with the Moslem point of view. Lord Mountbatten ceased to be Viceroy but was appointed Governor-General of the Dominion of India in order to complete his task during the period of transition. He retired when the two Dominions had become fully established and the Prime Minister, Pandit Nehru, appointed a member of the new Dominion government to succeed him. In 1950 India became a Republic but remained a member of the British Commonwealth of Nations.

A tragedy that threatened serious outbreaks of violence was the assassination of the great Hindu leader, Mahatma Gandhi, in January 1948.

Fortunately, the worst fears were not borne out by events. Pakistan also had its own tragic loss within some eight months after Gandhi's death. Mohammed Ali Jinnah, who had led the Moslems of India in the struggle to maintain their own independent state of Pakistan, died suddenly at the capital of the new Dominion, Karachi.

It was a serious loss to Pakistan at a time when the leadership of Mr. Jinnah was most needed. He had himself taken on the post of Governor-General at the beginning of the new era. The formation of two new and separate Dominions created tremendous problems which needed the combined wisdom of both Hindu and Moslem to overcome successfully. These problems are being slowly solved.

Despite the division into two separate dominions, this vast sub-continent must still be regarded as a whole from the geographical point of view. The name India will no doubt be long used to include the Dominion of Pakistan as well as the Union of India.

Mountain, Forest and Plain

India has no winter as we understand it, except on the high mountains of the north and in the lands of the extreme north-west where winter snows are common. From October until the end of February, there is a cool season. In March the hot season begins and lasts until June, when the south-west monsoon brings the rainy season which continues until October.

Geographically, India may be divided into four main regions. Firstly, there is *Himalayan India* where the climate ranges from the snows of mountain peaks to the hot humidity of tropical jungles. In this region there are dense forests and valuable stocks of timber, grain and fruit-growing areas such as the basin of the Jhelum in Kashmir, and rice and millet areas like the rich valleys of Nepal and Bhutan.

The *North-west* is dry and comparatively barren. The soil is poor, the



THE TATA STEEL WORKS AT JAMSHEDPUR

Craven Copyright.

For many years India had to import steel, but she now has her own flourishing steel industry with its headquarters at Jamshedpur. Part of the great Tata plant there is seen in this picture of electric magnets loading shipyard plates into trucks.

pastures are scanty, and people there find it hard to get a living from the land. But such areas as the valley of Peshawar are fertile, and goats, camels and cattle are raised on the dry plateau of Baluchistan.

The region of greatest population is the *Indus-Ganges Plain*, where grain crops are grown in the dry, but irrigated Sind and grain, cotton, and oilseeds in the Punjab. In the basin of the Ganges, grain, cotton, jute, and sugar cane are grown; and on the hillsides (particularly in Assam) there are tea plantations.

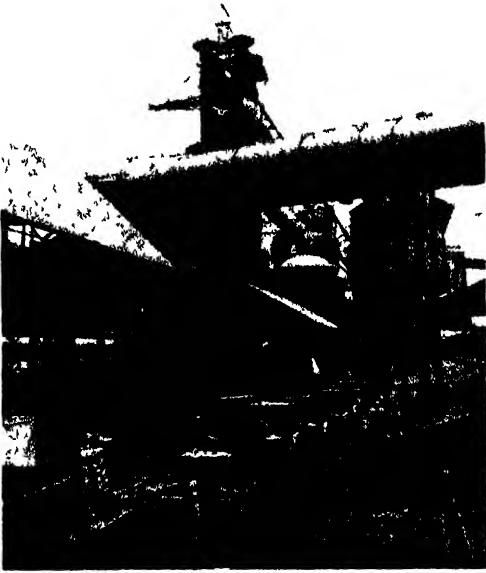
Finally, there is the *Deccan*, where cotton, rice, sugar cane and ground nuts thrive and where there are rich forests of teak and sandalwood.

The Peoples of India

Over seventy per cent of the peoples of India get their living from the land.

They are mostly peasant farmers, living in innumerable small villages scattered across the great sub-continent. Of India's towns and cities, only Calcutta and Bombay have populations of over a million and there are not more than forty towns in all whose inhabitants number more than 100,000.

But while village life and primitive village crafts and industries are widespread, these do not represent a complete picture of the Indian sub-continent. Modern invention has brought about great changes in life in India even in the life of the villager, who is now in closer touch with the towns through that commonplace thing of our everyday life, the motor-bus. To him have now come education, better sanitation, co-operative farming and Government assistance. He has more to live for and to hope for now that progress has reached out to his village.



OFF TO THE SMELTING HOUSE

This is another part of the Tata works. Metal pours from one of the runners of the blast furnace into a giant ladle which will take it to the smelting house

Later in these pages you will read something of India's important jute industry which centres on the delta lowlands of Bengal, and of her cotton which comes from the north-western Deccan behind Bombay, from the basins of the rivers Indus and Ganges, and from the "iron soil" of Madras. But in addition to these, India now has important heavy industry and is one of the leading industrial areas of the world.

In the Damodar Valley

For many years India had to import steel, but she now makes not only enough for her own needs, but a surplus for export. The centre of her iron and steel industry is Jamshedpur in Bihar whose steel works, Indians will proudly tell you, is the largest in the British Commonwealth. Jamshedpur is about a hundred and forty miles from Calcutta and is the headquarters of the Tata Iron and Steel Company which, founded in 1911, is now virtually an entirely Indian concern. An idea of the size of its operations can be obtained from con-

sidering its output during the war when its blast furnaces produced more than a million and a half tons of pig-iron every year.

The raw materials for this Indian "Sheffield" are found within the sub-continent. Half India's coal (and India is among the eight leading coal producers in the world) comes from Bihar. About three million tons of iron ore are mined each year in India, and about half of this comes from the Singhbhum district of Bihar. If we except Soviet Russia, India is the largest producer of manganese in the world, and this comes mainly from the Central Provinces. It is thus easy to understand how something approaching an industrial revolution has taken place in India in recent years and how the centre of this revolution has been Bihar where the raw materials of heavy industry are so easily accessible. India now makes her own aircraft, her own motor vehicles: and what is more, has shown in the success of the Jamshedpur plant that no matter what their caste, religion, or tongue, her



Photos (room copyright)

IN A BOMBAY COTTON MILL

Bombay is the centre of the important Indian cotton industry. This picture shows the reeling department in one of the most modern mills in the city.

many different peoples can work in harmony side by side. For the workers at Jamshedpur are among the best paid and best housed in India. What is most interesting about them is that they include Brahmins, Mohammedans, Buddhists, Christians, and Untouchables : that is to say, peoples of different ways and beliefs who do not always get along well together in other parts of the sub-continent ; at Jamshedpur, however, they work together amicably, so pointing the way to the path which all the peoples of both Dominions must tread if they are to enjoy peace and prosperity.

Travel in India

How shall we travel while we are in India? There are roads, railways, and airlines for us to use. The major roads follow the routes of the old trunk roads, the greatest of which was known as the Grand Trunk Road ; from Peshawar in the north-west to Calcutta it ran, a distance of some 1,500 miles.

But as far as the past is concerned, it was the railways which opened up the sub-continent. The first railway in India was opened to traffic in 1853, and since then such expansion has taken place that to-day India is third among the countries of the world in the matter of railway services.

The engineers who built India's fine railways had not an easy task ; in the mountainous north, for example, over a hundred tunnels had to be made to carry the line up to Simla.

India, too, has a considerable number of internal air services linking the great cities and towns. These are operated by such companies as Air India, Indian National Airways, and Air Services of India. In addition, India has her own and B.O.A.C. direct services to Britain and is so linked with other countries

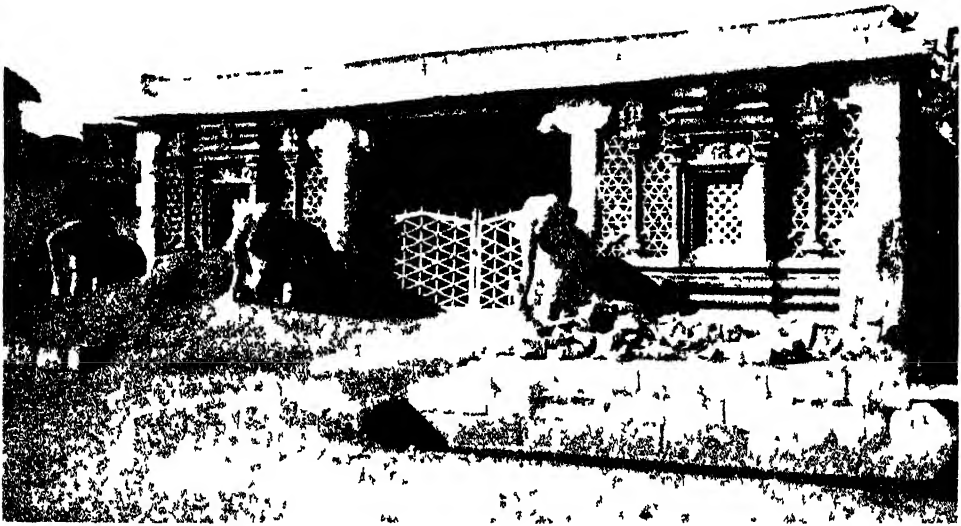


THE MUNICIPAL BUILDING, BOMBAY

Bombay, on India's western seaboard, is the gateway to the whole of the Indian sub-continent ; and besides being a great seaport, the city is the centre of India's cotton industry. From the harbour, the city's stately buildings form an impressive sight. Here is the Municipal Building, one of the features of the city.

Associated Press

THE SIGHTS OF SOUTHERN INDIA



THE ELEPHANT TEMPLE AT MADURA

Madura is one of the most wonderful old cities of Southern India, and here we see the famous Elephant Temple. Elephants were often carved out of solid rock, and we should remember that Ganesha is the elephant-headed god of wisdom and good fortune, one of the sons of Shiva, the Destroyer. Visitors to some of the temples of Madura have bestowed upon them garlands of marigolds at the time of the Hindu festival held at the January full moon.

THE traveller entering India from Ceylon lands at Danushkodi. From this port among the sands the train runs across a low-lying country with clumps of cabbage palms and clusters of mud huts, thatched with palm leaf, to the richer land where peasants clad only in waist cloths are busy in the paddy fields, watering the land by the ancient method of raising water from the wells and pouring it into little channels of the fields.

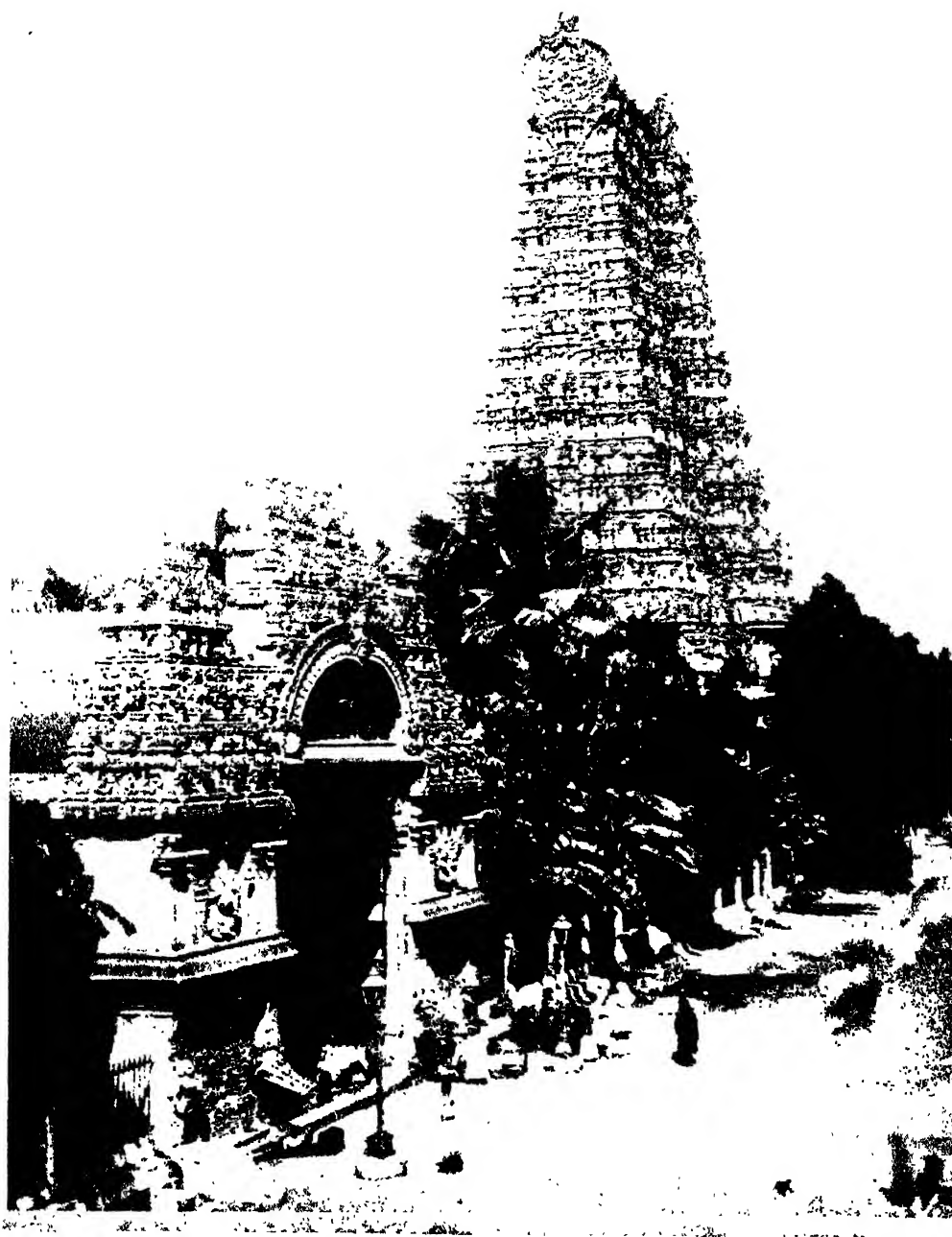
Patient bullocks work all day long up and down the little slopes by the wells, lowering the big hide buckets into the water as they go up, and lifting them filled as animals strain down again. Then comes a pause for the buckets to be emptied by the peasants as soon as they reach the top, with a pleasant gurgling as the cool water slips down the conduits.

Madura and Its Temple

Our first stop is at Madura, one of the most wonderful old cities of Southern India, containing a great temple which is reckoned to be the finest of its kind in the sub-continent. It covers twenty-five acres. Like most temples of Southern India, it stands within a number of squared-walled enclosures, pierced by magnificent tall gateways called *gopurams*, which rise storey upon storey on a rectangular base to a high crowning ridge.

Each storey is carved into thousands of sculptured figures of gods and heroes, with an effect that is staggering to the Western mind bewildered by the over-richness of detail. To understand the meaning of the figures one must be well-versed in the Hindu religion, and know at least the chief of the hundreds of shapes and forms assumed by the

BY THE GOLDEN LILY POOL



E. N. A.

If you were travelling in Southern India you could see this wonderful Great Temple of Madura which rears its stone head to a height exceeding 150 feet. The Temple Gate is shown on the left. Amidst what looks to be a maze of sculpture are figures of gods, heroes, bulls, elephants and many other gilded or brightly-coloured forms. There are thousands of these sculptured figures, some of them representing Vishnu the Preserver and Siva the Destroyer in hundreds of shapes and styles.

two great gods—Vishnu the Preserver, and Shiva or Siva the Destroyer and Re-creator. The most important of the three principal gods is Brahma, the Supreme Being, or Universal Soul. These three, Brahma, Vishnu and Siva, form the Trimurti, on which Hinduism is based.

A Hindu Festival

Within the walled enclosures are the priests' dwellings, and the temple itself, which rises tier upon tier, each crowded with sculptures. Within the temple is the sacred place where the figure of the god is kept. At Madura there is the image of Ganesh, the elephant-headed god of wisdom and good fortune—one of the sons of Siva the Destroyer. We give a present of money to the priests and go into the



The High Commissioner for India

A DANDI SADHU

India has always been noted as a land of religious tolerance. For thousands of years various religions have existed side by side. In this picture is seen a Dandi Sadhu, one of the ascetic sects which practise self denial.

temple to wander for an hour or so through its mysterious interior and among its thousands of carved pillars.

As we come out a priest bestows upon each of us a garland of marigolds, for this is the time of the Hindu festival that is held at Madura at the January full moon. The streets of the city are thronged with pilgrims gathered together for this solemn occasion from all parts. The chief ceremony will be the passage of the gods on richly-ornamented rafts round the sacred tank, which is a vast sheet of water two miles in circumference.

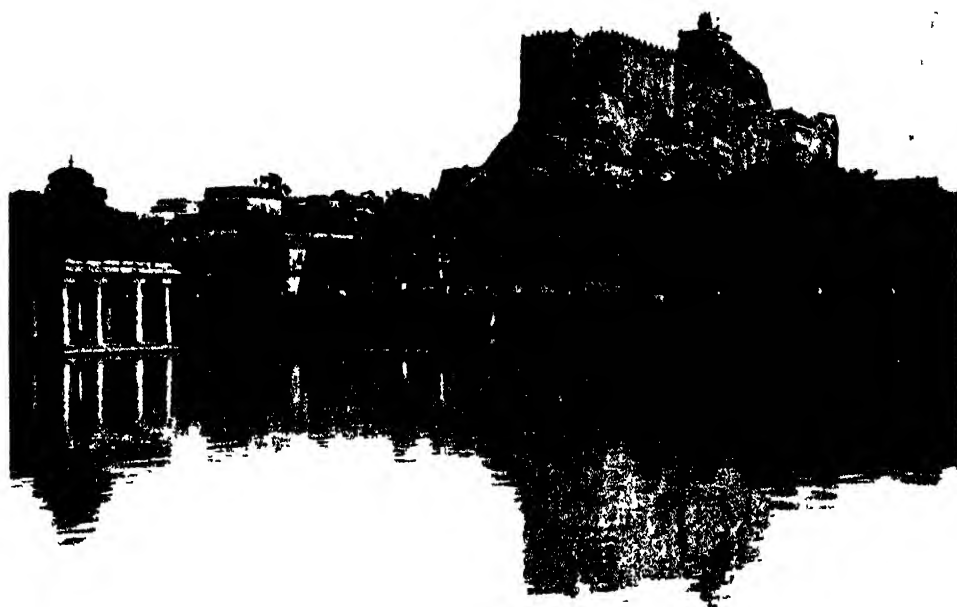
Millions of fairy lamps will glow from the terraces round the tank, and the procession of the gods will be illuminated with coloured fires and heralded by the booming of gongs and the beat of drums. Elephants will clear the road round the tank so that the priests and their helpers, pulling on the huge hawsers, will have clear space in which to manœuvre their unwieldy



The High Commissioner for India

A BENGALI GIRL IN SARI

The sari is a garment of great antiquity in the East and India has long been famed for the beauty and quality of this type of product. In this photograph a Bengali girl is seen with the sari draped from the shoulder as this garment is usually worn in India.



BOULDER-PERCHED TEMPLE AND FORTRESS

I. N. A

At Trichinopoly is a great rock-fortress which towers above the town roofs from its high perch on the rock that heaves its shoulders above the palm trees. The rocks are picturesquely sculptured by nature, and on the very summit is a temple. This is one of the most impressive sights of Southern India, and the rock-mass rises to a height of more than 270 feet.

rafts to the landing-places whence the gods will be borne high to the temple from which they were brought, there to rest until next year's festival.

Hindu Castes

This visit to Madura brings us into contact with Hinduism, one of the great Indian religions. We cannot pretend to understand it, and we are far too wise to smile at what we do not understand. What to us is a vaning-less jumble of gods and goddesses, and a number of festivals attended by crowds of excited people, is a very different thing to the Hindus themselves.

We learn, for the first time, that the coloured marks we notice on the foreheads of many Indians are marks that indicate the particular religious sects to which they belong. These marks are not caste-marks, as

some people suppose. Caste, again, is another matter which we find difficult to understand. The Hindus are divided into many castes or "classes," each of which keeps strictly to itself; a man of one caste may not marry a woman of another—he may not eat with people of another; even the shadow of a lower caste person falling upon his food will prevent a high-caste man partaking of it. Long ago the castes were only four—the Brahmins, of priestly descent; the Kshattriyas, of military descent; the Vaishiyas, or merchant class; and the Sudras or workers, builders, farmers and labourers. Later, there were many divisions and subdivisions of these, as well as the "untouchables." Many influences are at work to-day, however, which tend to break down the caste system.

From Madura we take train again for Trichinopoly, not forgetting to buy a bunch of small plantains to give to the monkeys that come down from their playgrounds on the roofs of wayside stations to beg at the carriage windows.

Trichinopoly and the Carnatic

The sight to see at Trichinopoly is the great rock-fortress, which towers above the town roofs from its high perch on the rock that heaves its shoulders above the palm trees. Facing it is the sacred tank, in the midst of which is a small shrine; the temple itself is carved out of the rock. The great plain which stretches around Trichinopoly in a sea of chequered tints of growing crops is the part of the Carnatic about which we read in our history books at those pages which tell

of the exploits of Clive in the early days of British interest in India. The Fort of Arcot is only 100 miles away to the north.

Madras

Madras is our next objective. Like all India's great sea gates, it has a part that is distinctly European, with fine modern buildings, and a portion that is even more distinctly Indian. The bazaars interest us more than the European quarters of the city; but we find the splendid Law Courts worth a special visit. The great banyan tree—a tree which we see in Madras for the first time in reality—commands our attention; its branches drop to the ground suckers which take root and become new trunks, so that a single tree looks like a grove of trees.



The High Commissioner for India

IN A TRAVANCORE CERAMIC FACTORY

Recent excavations in various parts of India have revealed that a highly advanced knowledge of pottery making as well as other branches of art and architecture existed as early as 3,000 B.C. In more modern times the artist has been employed in designs for factory-made goods. In this picture the modeller is giving the finishing touches to a figure before the mould is made in a factory at Travancore.

*The High Commissioner for India***STUDENTS AT AN ADULT NIGHT SCHOOL**

India's universities are well known, but as in Britain there are also other institutions where older students can pursue their studies after they have spent the day in normal work. Students at a night school for adults in the Morabad District of Sahaspur are seen at their studies in this picture. One advantage of India's warmer climate is that many of the classes can be held in the open air.

In the hot weather, the Europeans who can afford it forsake Madras for Ootacamund—"Ooty" they call it—a hill station in the midst of the beautiful Nilgiri Hills, where the tea estates and cinchona plantations flourish, and where tiger as well as sambhur and other deer roam in the

thick forests that clothe the wetter slopes. These forests are the homes of the primitive Toda people, who speak their strange language that has never been written down, and live their lives in the same way as their forefathers did 2,000 years ago and more.

FROM BOMBAY TO NEW DELHI



MODERN TRANSPORT ON A MOUNTAIN HIGHWAY

L. N. L.

From this illustration some idea can be gained of what road travel is like in some parts of India and how cleverly the highways are constructed over enormously lofty mountains. On this road you might once have seen bullock waggons and native carts, but, in the above view, a motor transport column is proceeding down the slope of what is now a broad highway.

RAILWAY travel in India is very different from a journey by rail in Britain. The distances, to begin with, are much greater, and the trains are specially adapted to give passengers as much comfort as possible over long journeys in a climate which is distinctly hot for the greater part of the year.

Every traveller who intends to see more of India than he can from the windows of his express train will engage an Indian servant or "bearer" to take a good many of his little worries from his shoulders and to smooth out the way, so that everything runs without a hitch. If he plans to go any distance from the main routes, the traveller also takes care that a "cook" goes too.

As long as you are in one of the fine trains of the Indian State Railways, or located at one of the many excellent hotels in the cities, you are quite able to fend for yourself; but directly you strike out into less beaten tracks, you will be sadly at a disadvan-

tage without your "boy" or bearer. For it is he who books your seat in the trains, packs and looks after your luggage; he sees that your meals are forthcoming at the proper time, whether you are on the train or staying for the night at one of the "rest-houses" provided at convenient places along the roads away from the towns; he makes your bed for you, valets you, tips the right people (with *your* coins, of course) and sees that you get your money's worth everywhere.

You might think that such a jewel of a man-servant is a rare one: but if you have quite ordinary luck, you will find just such a "bearer" awaiting your arrival at your point of entry into India, if you have taken the precaution to have one engaged for you, either by some friend in India or some big banking or business firm which has branches there.

Indian Trains

The carriages on the Indian express trains are so arranged that the seats, which lie in line with the length of the

train, can be converted into comfortable beds for the night—a job which your bearer does for you. The white carriages are fitted with electric fans and dust proof windows ; and there is a comfortable restaurant car as well as a bath-room. You can, if you wish, have one of the splendidly-equipped tourist cars, with your own private dining-room, sitting-room and bedroom, and with your own kitchen and your own servants' quarters ; but that is for wealthy people who like to travel in luxury !

Suppose you have landed at Bombay, the great port on India's western seaboard that is the gateway to the whole of India. You have your choice of at

least five mail trains and three main line expresses a day on the G.I.P. (Great Indian Peninsula) route—to the Punjab by way of Delhi and Lahore ; to Calcutta *via* Jubbulpore and *via* Nagpur ; to Cawnpore, Lucknow and the cities of the Ganges ; or to Madras and the wonderful city-temples of Southern India, by way of Poona and Raichur.

Railway Routes from Calcutta

If, however, you have made Calcutta your starting-point, you have the choice of an even greater variety of routes and fast trains. From Howrah terminus of the E.I.R. (East Indian Railway) two mail trains and seven



E. N. A.

BOMBAY AS AN AIRMAN SEES IT

The Province of Bombay comes on the western side of the Indian sub-continent, and the island-city of the same name is the chief port of this seaboard. Here is an aerial view of the Harbour, looking towards the north, the Victoria and Prince's Docks being plainly shown. It is said that upwards of sixty dialects are spoken in Bombay.

expresses run daily to Benares, Cawnpore, Lucknow, Agra, Delhi, the Punjab and Bombay. From Sealdah terminus the Eastern Bengal line has four or five good trains every day to Darjeeling, the beautiful hill station which is the refuge of many Europeans during the hot season, to the tea estates of Assam, and to Chittagong and the farthest east of India.

Using the railways alone, it is possible to visit all India's finest cities and to learn a great deal of the country without departing very far from the beaten track. But if you want to see the real India, you must forsake the tourist routes, strike out into less-known highways, and live in India long enough to understand her people and their ways.

Let us take such a journey, starting from Victoria Station at Bombay, and climbing over the Western Ghats on to the Deccan by the pass. Four hours' journey brings us to the sacred city of Nasik, which is the holiest of all Indian cities, save Benares. It stands at an altitude of nearly 2,000 feet above sea level, near the source of the sacred Godavari, by whose waters gather millions of pilgrims from all parts of India to perform the one essential duty which ensures them salvation. Nasik is a city of Hindu temples where, at certain times of the year, great religious festivals are held.

The Ellora Caves

Stranger still are the cave-temples of



THE CAVE-TEMPLES OF ELLORA

H. J. Sheplone

The temples of Ellora, believed to date from the eighth century, have been carved out of the solid hillside—great pillars, images of gods and goddesses, life-size elephants and a profusion of intricate ornamentation all cut with patient perfection from the rock itself. Above we see the Kailas temple, and there are in the same neighbourhood caves of great antiquity hewn in the rock.



The High Commissioner for India.

AN INDIAN ORCHESTRA GIVES A BROADCAST

Radio entertainment has become as popular in India as in most other parts of the world, and India's musicians have taken to broadcasting with enthusiasm. The instruments are different from those seen in a similar British orchestra, though some of the stringed instruments bear a certain resemblance. This photograph was taken at the Delhi Dun broadcasting station which forms part of the Indian government's rural development scheme.

Ellora. These we can visit by car from Aurangabad, which is not on the main line, but on a narrow-gauge railway from Manmad. If we elect to stay at Ellora for the night, there is a good rest-house or dak bungalow where we can put up. The temples of Ellora have been carved out of the solid hillside—great pillars, images of gods and goddesses, life-size elephants, and a profusion of intricate ornament all cut with patient perfection from the rock itself.

Monasteries, too, with numerous rooms and windows and staircases for the monks of old, have been similarly excavated from the solid rock with infinite care and labour. At least three religions have played a part in the work: Buddhist, Hindu and Jain. The Buddhist temple has great seated figures of

Buddha, and a marvellously-carven roof; the Jain caves are filled with perfect statues, each in its niche, storey upon storey. The Jains have their finest temples at Mount Abu, which is visited by many tourists during the season; their faith is very much like that of the Buddhists, for they believe that after this life a man's soul may pass into the body of an animal, and therefore look upon ill-treatment and slaughter of animals as utterly hateful.

Cotton on the Deccan

Up here on the Deccan is the wonderful black soil in which cotton grows best. It was formed by the breaking up of the lava which covers the north-western part of the Deccan. It does not powder into dust as most

other soils do in the hot season, but retains a great deal of moisture, although it cracks widely. The cotton seed is sown when the big rains are over, and the tenacious lava soil forms a sort of clod round the roots of the growing plant, so that it flourishes without irrigation and without much rain, and the cotton is ready to pick when the hot season begins in March. Indian cotton is grown also in the Upper Ganges basin and in the Punjab, but under very different conditions.

We saw at Bombay how the people of India engage in the cotton manufacture themselves, employing the most up-to-date machinery in large cotton mills that bear comparison with those of Lancashire. We shall see the same thing at Delhi, Lucknow, Cawnpore, and other Indian cities, where the tall fingers of factory chimneys break the beautiful skyline of ancient temples and palaces. The people of India, however, also use cotton in the ancient way, weaving it on their primitive looms and dyeing it perhaps with the old vegetable dyes, producing really fine fabrics.

Famous Strongholds

Back at Aurangabad, we are reminded of the great Moghul Emperor, Aurangzeb, who gave his name to the city, for we can go to see the stronghold of Daulatabad which he built for himself long years ago. Farther north, another stronghold perched bravely on a great hill overlooks the city and the palaces and gardens belonging to the Nawab—the native Prince of Bhopal. From Bhopal, visitors go to see the strange domelike monuments on the hill at Sanchi. They are called stupas or topes, which the ancient Buddhists erected over sacred relics or holy spots. The most wonderful things at Sanchi, however, are the beautifully-carved gateways, stone rails and steps, which are covered with elaborate sculptures that tell the story of the life of Buddha. They are the Buddhist scriptures writ-

ten in stone by the sculptor-artists of the sixth century before Christ, at the command of the great Indian Emperor, Asoka. Some of the stupas have been opened and found to contain the bones of famous disciples of the great teacher, Gautama Buddha.

Gwalior's Castled Crag

Going north, the train takes us to Gwalior, dominated by the "castled crag of Gwalior," flat-topped, with steep sides that actually overhang in places, and approached by a single road guarded by six great gates. Here the mutineers of 1857 took refuge, and held out until two young British officers with a small force, including a clever blacksmith among its number, crept up and picked the locks of the first five gates before they were discovered by the defenders.

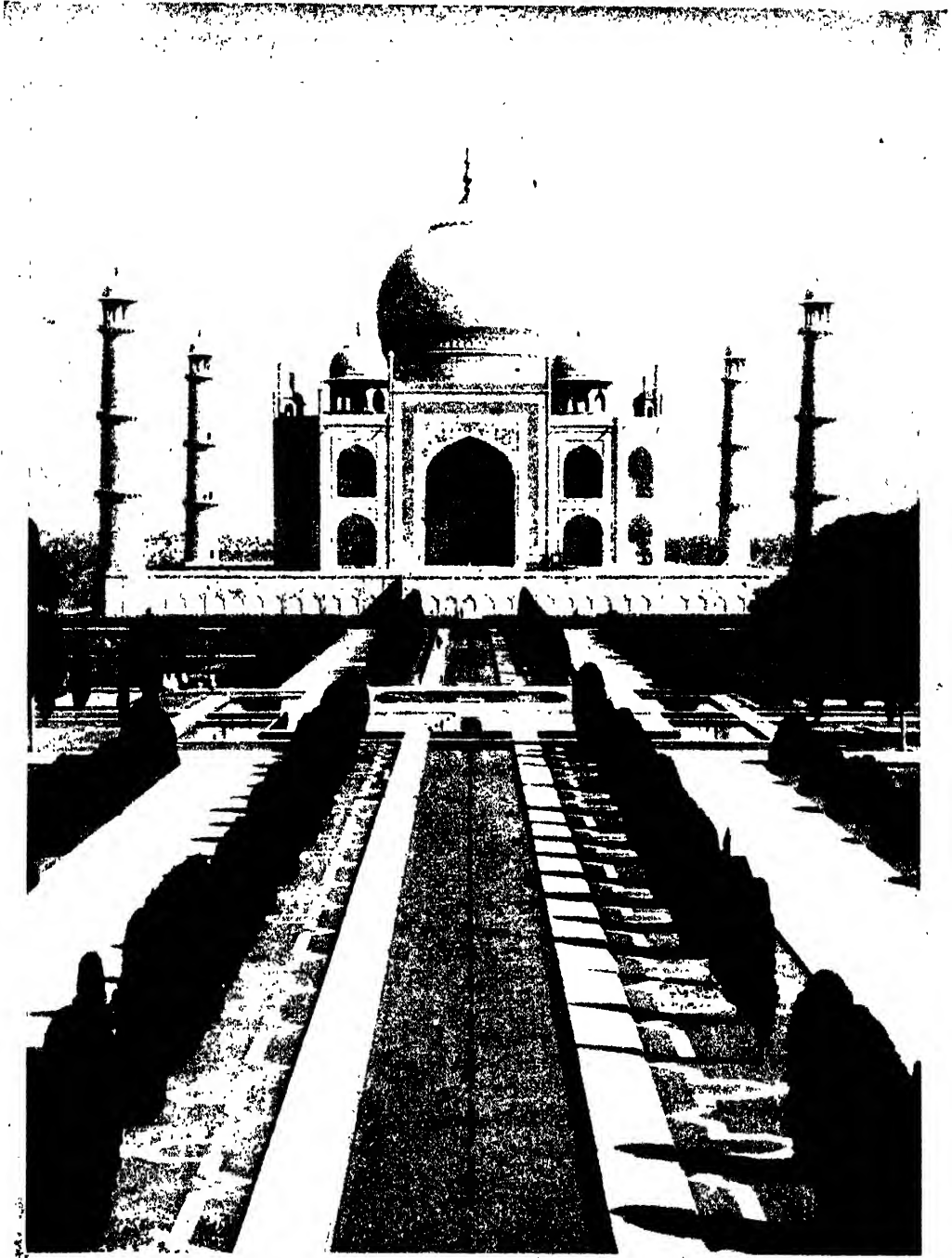
Now we are on the way to Agra and Delhi, the two great Indian cities that recall most vividly the splendour of the Moghul Emperors who from the time of our good Queen Bess to the days of Queen Anne ruled over the greater part of India—sometimes from Agra, sometimes from Delhi. Their names are more than memories, for they stand also for mosques, palaces and monuments that to this day are among the wonders of the world—the Emperors Humayan and Akbar, Jehangir, Shah Jehan and Aurangzeb.

The Great Moghuls

It was Babar, descendant of the great Mongol conqueror, Jenghiz Khan, who swept down into the plains of the Ganges and Jumna with his twelve thousand wild hillmen and desert warriors, met Lodi, the last of the Afghan kings of Agra, and completely routed his hundred thousand men and their thousand armoured elephants, in 1526.

Both Agra and Delhi became the prizes of the conqueror, whose son, Humayan, was the second of the Moghuls to rule an empire in India.

"CROWN OF THE PALACE"



E. N. A.

The Taj Mahal near Agra is known throughout the world as the loveliest specimen of Indian architecture. It was built by the Shah Jehan in memory of his beloved queen, Mumtaz Mahal, whose sepulchre it forms. Twenty thousand men worked upon this beautiful building.

It was Humayan who began to build Agra's great fortress of red sandstone that still sprawls along the banks of the Jumna, at which people of to-day may marvel. Its walls were 70 feet high and a mile and a half long ; within them still remain enough of the palaces, mosques, marble baths and terraces to testify to the splendours of the place when Humayan and his successors lived there. There are the balconies and balustrades of exquisitely-carved stone built by Akbar, and the pearl mosque built by his grandson, Shah Jehan.

The Taj Mahal

Most marvellous of all Agra's monuments is the peerless Taj, which is known throughout the world as the loveliest specimen of Indian architecture—some say the most beautiful the world has ever seen. It was built by the Shah Jehan in memory of his beloved Queen, Mumtaz Mahal, whose

sepulchre it forms. Taj Mahal is a modern corruption of her name.

Mumtaz Mahal—"Crown of the Palace"—was famous throughout the land for her charity and wisdom as well as for her beauty. She was married to Shah Jehan in 1622, and died in 1631, four years after her Lord became Emperor. Shah Jehan's grief was so poignant that he wished to give up his throne. He was persuaded to remain, however, and resolved to build for his beloved the most beautiful building in all the world. Twenty thousand men worked upon it for twenty-two years ; twenty precious kinds of stone were used in its fabric, and its design was chosen from among those submitted by all the master architects in the Moghul Empire.

The Taj Mahal stands on its marble terrace by the Jumna, with a beautiful mosque at each side, the whole set in wonderful gardens.

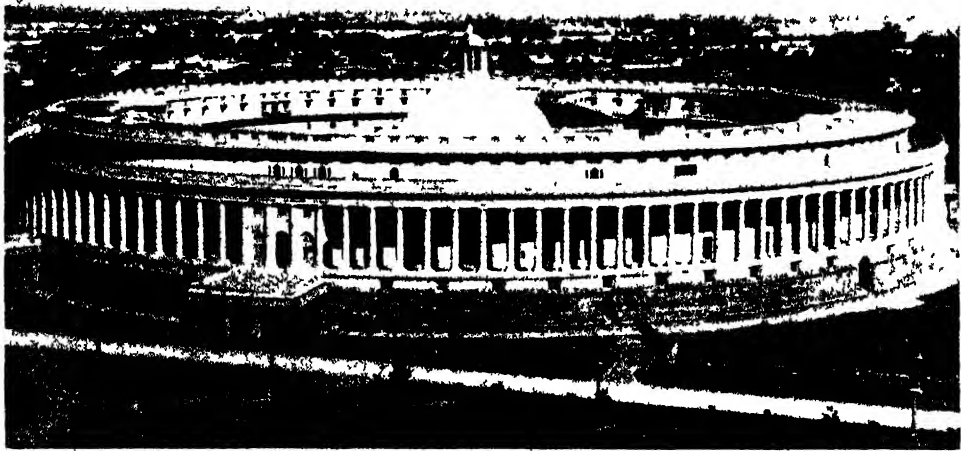


THE SAS BAHN TEMPLE, GWALIOR

F. Devault Walker

Here we are shown one of the many wonderful buildings of Gwalior. This state, and more particularly the city of the same name, is dominated by the "castled crag of Gwalior," flat-topped and with steep sides that actually overhang in places. The crag is approached by a single road guarded by six great gates.

DELHI TO-DAY AND YESTERDAY



THE LEGISLATIVE ASSEMBLY BUILDING AT NEW DELHI

New Delhi has arisen at Raisina, some three or four miles from the walls of the old city. Most of its buildings are white, but the Secretariat, Government House and some of the other structures are of red sandstone. Above is depicted the Legislative Assembly Building at New Delhi, the city which is the headquarters of the Government of India.

FOUR hours from Agra by train is Delhi, the capital of the Indian Republic. Seven cities, all capitals at one time or another, have arisen on or near this spot since the eleventh century, although the name "Delhi" is as old as the first century before Christ. The present city is a strange medley of old and new, of the tawdry and the magnificent. There are the high-balconied houses and the crooked narrow streets of its bazaars; there is the great fort and its halls, its wonderful palaces, and its mosques that tell of the vanished splendour of the Great Moghuls.

Delhi proper is known as Shah-jehanabad—the city of Shah Jehan. It is surrounded by a great wall of red sandstone pierced by seven glorious gates. In the centre of the city stand the beautiful Jama Masjid (great mosque) and the palace built by Shah Jehan in 1638. The palace is mainly of white marble with inside work of mosaic in beautiful stones of many colours, and its ceilings were once covered with

paintings and ornamented with gold.

Visitors to the great Hall of Public Audience (the *Diwan-i-Am*) are shown the recess in which once stood the famous "Peacock Throne" of Aurangzeb, made of solid gold, encrusted with diamonds, rubies and emeralds, and ornamented at the back with two peacocks ablaze with gems. Between the peacocks was a parrot carved from a single magnificent emerald. Above all rose a golden canopy upheld by twelve pillars rich with jewels and fringed with precious pearls.

The Wonders of the East

This wonder of the East was carried off by Persian invaders in 1739. It is said it was worth nearly seven million pounds sterling.

The innermost court of the palace is the Hall of Private Audience (*Diwan-i-Khas*), which bears over its outer arches a Persian text which runs: "If there be a Paradise upon the face of the earth, it is this, oh! it is this!"

Within the precincts of this marvel-

HARVESTING THE SUGAR-CANE



The High Commissioner for India

Agriculture is the chief industry of India ; rice, wheat and other cereals, linseed and various oil seeds, spices, sugar-cane, cotton and jute are some of the crops grown. In this photograph Indian labourers are seen at work harvesting the sugar-cane, which is then sent to the factory where the juice is extracted by crushing the stems in mills.



Col. F. D. Fayrer.

Here is the Indian equivalent of a pedlar. This woman, with her brown but chubby infant, has spread her wares on the footpath, and we see that she sells chiefly spectacles of many types, in addition to razors, penknives and similar small articles.

HAND-MADE INDIAN CARPETS



The cult of asceticism or self denial has an important place among the different religious sects. In the picture taken near Delhi a Sidhu receives a simple visitor who has come to him for guidance.



In this photograph taken in Junagad State, Kathiwar, a worker from one of the country farms is bringing milk to the city. The brass vessels holding the milk are balanced on the pole across the man's shoulder.



Photos: The High Commission for India

Indian carpets are known all over the world and one of the most famous carpet making centres is Amritsar where this photograph was taken. At one of the big factories. Except for the yarn itself which is spun by machines, the entire manufacture of these carpets is done by skilled manual labour.

lous palace-fort there are also beautiful gardens, and the three domes of the perfect Moti Masjid, the Pearl Mosque built by Aurangzeb of marble. The Jama Masjid is built of red sandstone and flanked by two tall minars or towers 130 feet high, ornamented with vertical stripes of white marble and red sandstone. It is one of the largest mosques in the world, and is regarded as particularly sacred because it contains precious relics of the Prophet—one of them a hair from his beard.

Leave Delhi by the Delhi Gate or by the Ajmer Gate and you come to old Delhi—Firozabad; and beyond that the ruins of six former Delhis stretching over a distance of some twelve miles. Among the most interesting of these ancient monuments are the Tomb of Emperor Humayan, beneath whose marble dome repose the bones of the Moghul in their coffin of pure white marble; and the Kutb Minar that points its tall tower of red and cream-coloured stone 238 feet in the air. Close by is the famous iron pillar—a solid shaft of plain wrought iron, at whose base is the inscription: "Whilst I stand, shall the Hindu Kingdom endure."

On the northern side of modern Delhi a new Delhi has arisen at Raisina, some three or four miles from the city walls. Most of the buildings are white, but the Secretariat, Government House, and the Rotunda are built of the same red sandstone which the architects of the Moghul emperors used for much of their finest work. New Delhi was the centre of the old Indian Government and remains the capital of the new India.

What is there about this spot that has made it the site of seven Delhis—and of the new one that has been created in recent years? The choice of the ancient rulers of a suitable spot for their seven capitals was endorsed by the British and confirmed by the Hindus as the best that can be made. A glance at a good map of India will answer this question for us.

Delhi stands between the Ridge that is the north-easternmost spur of the Aravalli Hills and the Jumna, and in the narrowing of the gap between the Himalayas and the Deccan; so that it is ideally placed for commanding both the Ganges and the Indus Basins. This central position has always made Delhi the meeting place of many peoples, and to this day you will see in its crowded streets representatives not only of most of the people of India, but of other nations of the East. Where the tall houses lean towards each other across the narrow ways, buffalo carts, ekkas drawn by sleek bullocks, camels with bulging loads, tall narrow camel carts, asses bearing incredible burdens, and mules with tails like frayed-out steel rope dispute the passage with a crowd of people dressed in many colours—and all apparently with time to spare. Indeed, there is not such a thing as "time" in the East—or if there is, it is quite unimportant.

The Holi-puja

Visit the bazaar during a festival the Holi-puja, for example, which comes in spring at the time of full moon in the month of Phalgun. That is the time when the mango trees are loaded with blossom, and the sweet-scented flowers cover the asoka trees. All the world is abroad, enjoying the festival. Boys and girls bombard passers-by with powder which stains the white garments with red that looks like blood. They will tell you it is the sand of the Jumna stained with the gore of the evil spirits and demons whom Krishna slew.

Within the bazaar you find each trade in its own particular quarter, where it has been established from the beginning of Delhi. The vegetable sellers squat cross-legged by their heaps of produce, some of which we recognise and some of which are new and strange; the rice-seller, not far away, has his stall in the same old spot, where he sits, balance in hand, and

EDUCATION IN INDIA



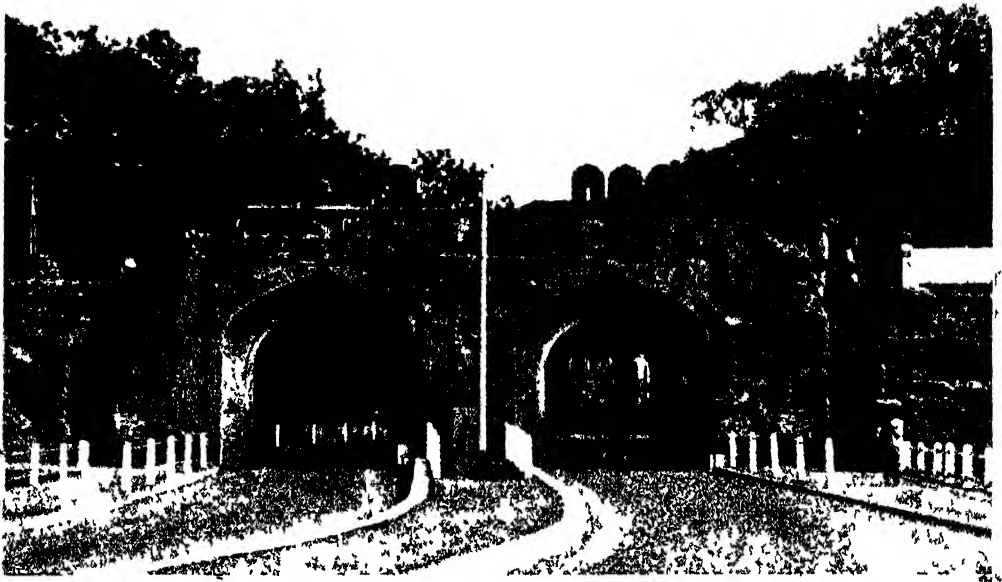
During the present century education in India has undergone revolutionary changes, a statement which applies of course to many Western countries as well. In some respects progress has been on much the same line in both East and West. This photograph of a modern nursery school in Delhi shows children in the first stages of their education in a kindergarten class.



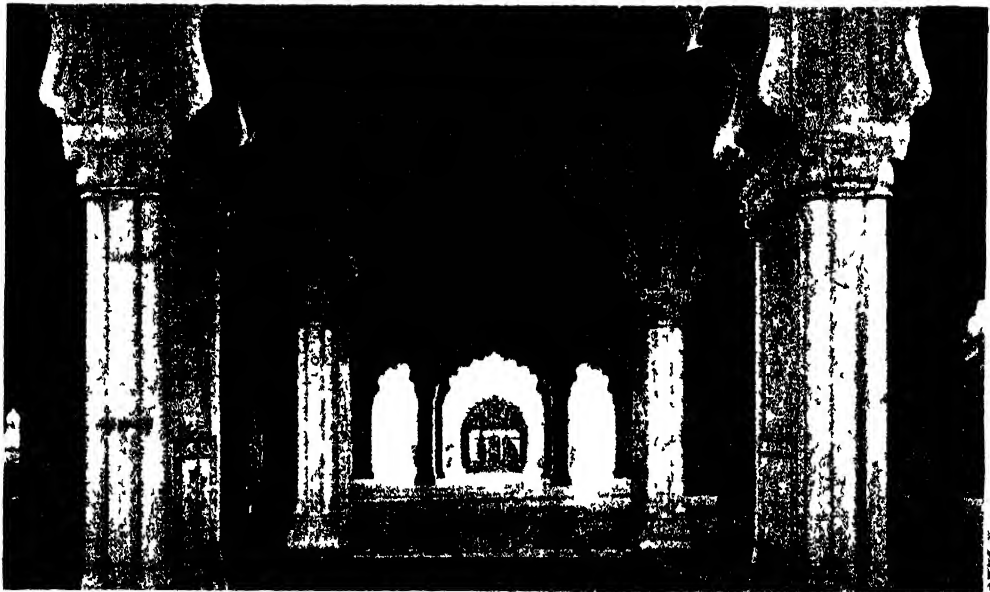
Photos - The High Commissioner for India

Women's education in some of the large cities is very advanced and at the university colleges women students are not by any means a small minority. Many girls prefer to go to a mixed college rather than one for women only. The photograph above was taken at one of the colleges in Bombay while a lecture to a mixed class of students was in progress. All students at the Higher Secondary Schools and the Universities of India are expected to be conversant with the regional language, the Federal language and English.

A "PARADISE ON EARTH"



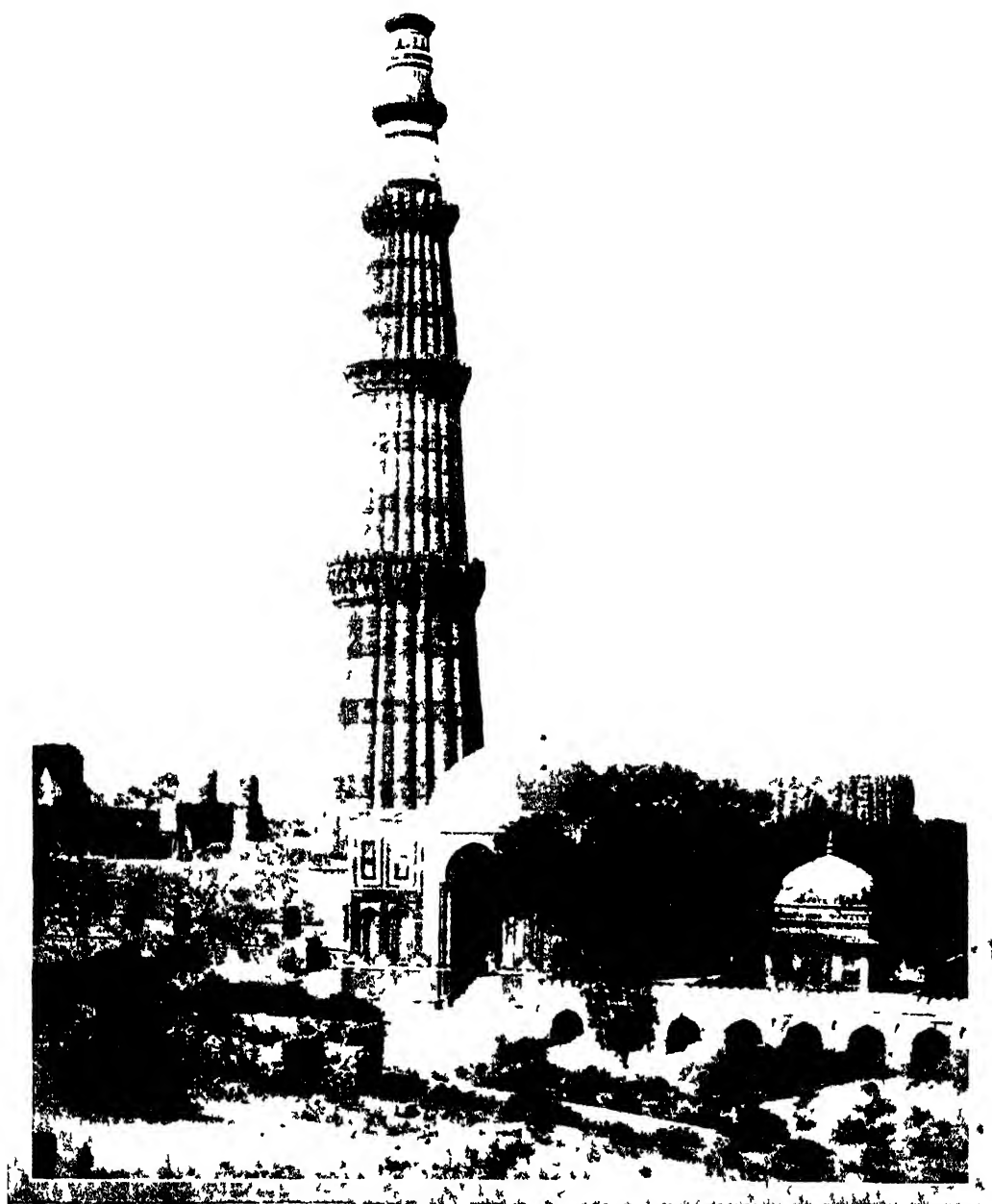
The Kashmir Gate of Delhi. In the crowded streets of this city you may meet representatives of other nations of the East. Many motors as well as carts and bullock waggons now pass through this ancient gateway.



F. Deasile Walker

The interior of the innermost court of the Palace at Delhi is here illustrated. It is known as the Hall of Private Audience, and bears over its outer arches a Persian text which runs: "If there be a Paradise upon the face of the earth, it is this, oh! it is this!"

TOWARDS INDIA'S BLUE SKIES



H. J. Shefsone

In Old Delhi you may see the Kutb Minar, here illustrated. This tall tower of red and cream-coloured stone rears its head 238 feet into the air. Close by is the famous iron pillar—a solid shaft of plain wrought iron, at whose base is the inscription 'Whilst I stand, shall the Hindu Kingdom endure'.

with his image of Ganesh near by to bring him luck in the days of trading. Ganesh is the elephant-headed god—benign, and the bringer of good fortune.

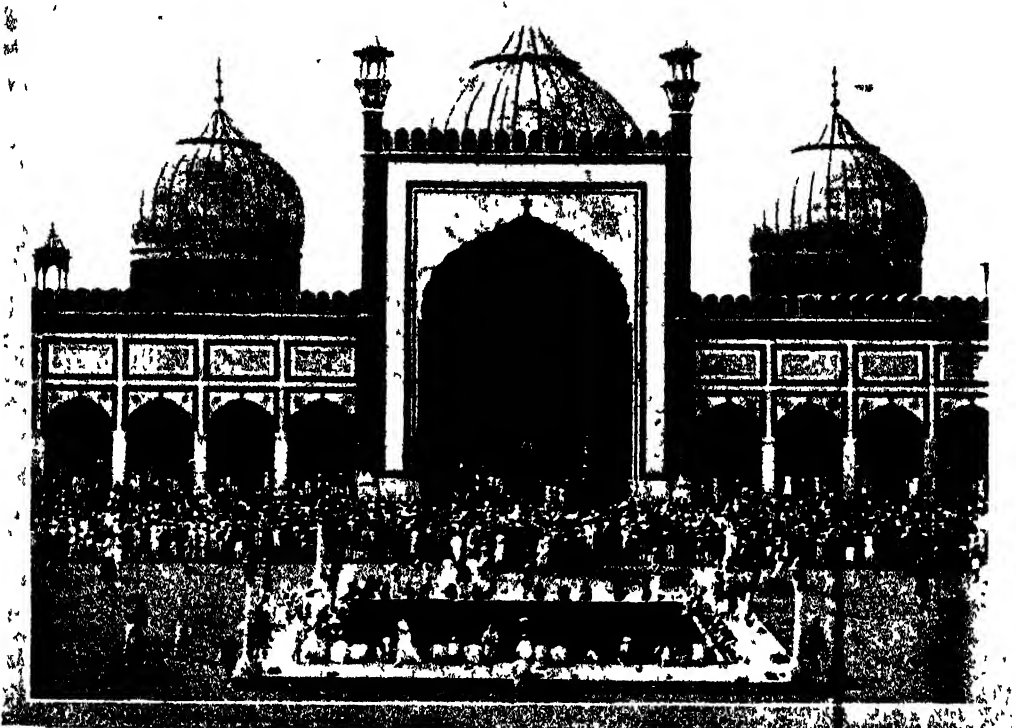
In the Bazaar

The *halwai* and his wife sell strange and sticky sweetmeats, or fry over an absurdly tiny charcoal fire the twisted rings of *jelabi* which all Indian boys and girls love. Over there, down another alley, is the fish wives' quarter, as you can hear by their shrill cries. They sit by their baskets of plaited bamboo, in which are the fish caught by husbands and brothers. Strong women they are, and tremendous talkers. They are keen bargainers, and eye you with reproach if you offer too little, following this up by proving volubly that the fish they sell are the best in the world.

Coppersmiths, goldsmiths, silversmiths—all have their corners in the bazaar. So do the perfumers, whose attar of roses, musk and sandalwood fill their quarter with fragrant odours.

The barber shaves the heads of his patrons, telling all the latest news to an interested group of hangers-on and prospective customers. The story-teller sits cross-legged on his box-like platform holding his audience spell-bound with his tales of the old heroes and their adventures. The letter-writer plies his trade in public. A holy man or *yogi* plucks plaintively at his one-stringed instrument, and gives advice and comfort to those who seek his aid.

News travels fast in the bazaars. What the newspapers do not tell, you can always hear from your servant if you have won his heart—for he has heard it in the bazaar.

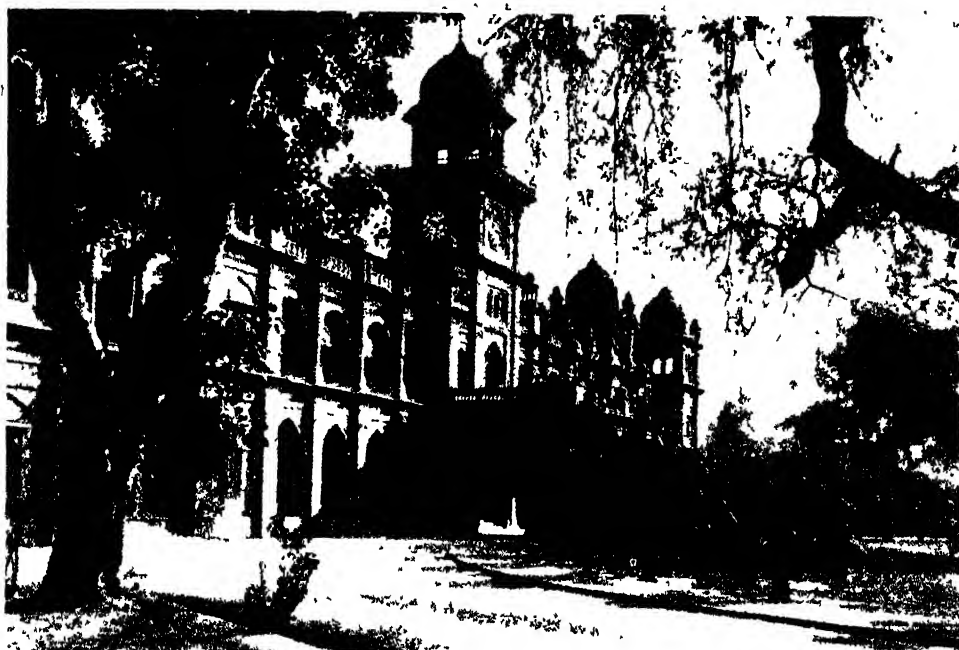


THE GREAT MOSQUE OF DELHI

F. Deaville Walker

Here is the beautiful Jama Masjid, where on Fridays there may be as many as 10,000 worshippers. It is regarded as being perhaps the finest mosque in the world and was built by Shah Jehan 300 years ago. It stands near a wonderful palace of white marble.

THE NORTH-WEST FRONTIER



The High Commissioner for India

THE UNIVERSITY SENATE HALL AT LAHORE

Lahore, the city we associate with Rudyard Kipling's *Kim*, rose to importance as a strong fortress in the days of the Moghul Empire. To-day it is the capital of West Punjab in the Dominion of Pakistan. Among its many fine buildings is the University Senate Hall which you see in the photograph above.

THE hulk station for Delhi is Simla, where the Government of the Union of India has its headquarters during the hot weather. Although Simla is only about 7,000 feet above sea level, there is a great difference between its genial climate and the baking heat of the plains.

You go up to Kalka by the single-line 5 feet 6 inches gauge railway, and there you take the narrow-gauge Kalka-Simla line which winds up and up through deep cuttings and round perilous-looking loops and bends to the forested hills, among which stands Simla, with magnificent views of the far-distant snowy ranges of Tibet.

Our next journey, however, is in a different direction, through the country of the Sikhs to the far north-western gateway of the Khyber,

through which wave after wave of invasion has, in past ages, descended to the fertile plains and rich cities of India.

Amritsar, some 300 miles from Delhi, is the most holy city of the Sikhs, and a great market and caravan centre for the whole of central Asia. Here, in the caravanserais, you may see merchants from Persia and Bokhara, slant-eyed Tibetans and Mongols from the interior plateaux, Kashmiris and Afghans, Baluchis and Turkomans, and sturdy Gurkhas and lean tribesmen from the frontiers.

The Golden Temple

Its chief glory is the Golden Temple --the "Darbar Sahib"--whose white marble walls, adorned with patterns in precious stones and surmounted by a roof of gilded copper, rise from a stone

platform that rests island-like in the Pool of Immortality, whose glassy mirror reflects every tiny detail of this holy of holies of the Sikh religion. Around the Pool the *bungahs* of great chiefs are built. The temple is approached by a beautiful causeway and gate of marble, within, beneath a canopy lies the holy Granth, the Sikh "bible," in which are recorded the wisdom and teaching of the Gurus, the first of whom, and the founder of the Sikh religion, was Nanak, who was born in 1469. This great book is wrapped in rich silk coverings, and is constantly guarded by an official of the temple. Pilgrims from afar make offerings of flowers and grain, as well as things that appear strangely tawdry to European eyes, but which must have meant much work and self-denial on the part of those who bestow them.

Visitors to the temple must remove their shoes as a mark of respect, and when they go up to the roof to view the city they must, above all things,

avoid the holy circle that has been drawn above the spot where the Granth—the holy book—lies on its silken cushions in the temple below.

Among the Sikhs

The Sikhs themselves, bearded and handsome, are men of splendid physique. Their religion forbids the cutting of hair and beard, their hair is curled up under the conical peak in the midst of their voluminous turbans, set off by quort-like steel ornaments. The women-folk plait their hair into a peak at the back of the head and load their ears with rings and precious stones.

The chief industry of Amritsar is the weaving of fine carpets on the primitive looms, some of which have done duty for centuries. At each is the master weaver with six or eight boy workers who weave in the colours as their master calls out the patterns.

The Punjab

Lahore, capital of West Punjab, a Province of the Dominion of Pakistan, is our next stop. Those of us who have read Kipling's "Kim" naturally go to see the old gun under the tree—the Zamzamah—on which Kim is discovered sitting in the first chapter. The Jama Masjid of Lahore was built by the Moghul emperor Aurangzeb.

From Lahore we go by way of Rawalpindi,



THE INDIAN FRONTIER, LOOKING TOWARDS AFGHANISTAN

Here is a picture of the boundary between India and Afghanistan showing an Afghan sentry and the notice which sternly forbids the traveller without a passport to cross the frontier. This is a portion of the famous Khyber Pass. The forces of Alexander the Great entered India by this gateway before the birth of Christ.

THE GOLDEN TEMPLE OF AMRITSAR



Amritsar, some 300 miles from Delhi, is the most holy city of the Sikhs, and its chief glory, the Golden Temple, is illustrated above with some fakirs and the sacred pool. This impressive building has white marble walls, adorned with patterns in precious stones and surmounted by a roof of gilded copper. Visitors to the temple must remove their shoes as a mark of respect.

where people start for Kashmir, into the North-west Frontier Province and on to its capital, Peshawar, the most important centre on the great caravan road, linking up Samarkand, Bokhara, Teheran and Kabul, with Lahore, Amritsar and Delhi. In the bazaar are people from all the markets of Asia, but notably the tall, lean, hooked-nosed tribesmen from the frontier hills

gum fellows in white with callouses on their cheeks made by the stocks of their rifles in frequent recoil

The Khyber Pass

The Khyber Pass begins near Jamiud, about ten miles from Peshawar, at Ali Masjid it plunges into a deep gorge, through which the road and the railway reach Landi Kotal at the highest point of the pass, but only about 3500 feet above sea level. This pass is low, and it has pure water supplies. It is on the direct route between Kabul

and Peshawar, and is consequently the most important of all the frontier gates from the west. The others the Malakand, the Tochi, the Gomal Valley and the Bolan—were none of them so convenient for the old commerce that flowed into India from South-western Asia.

The forces of Alexander the Great entered India by this gate in 326 B.C., the Moghuls Babar and Humayan came this way to found Empires in India, and so in later days did the Persians.

At Landi Kotal, the summit of the Khyber, is the well-laid out modern "fort" town, with tribal villages of the natives within sight of it, each with its wall and its fortified look out tower where the villagers can take refuge in case of a raid. The barren hills offer little to support the tribesmen, their lean sheep and goats find coarse herbage in places that look as arid as the barren rock, but beyond these the people of this frontier region have no resources and no supplies save those they can get by trading or plunder. The frontier is less lawless and much safer for caravans than it formerly was, though it has had its troubles in quite recent times.

Afghanistan, Land of Many Peoples

Beyond the North-West Frontier is the kingdom of Afghanistan, roughly triangular in shape, its frontiers bordering Iran (Persia) in the west, Soviet Russia in the north, and Pakistan in the south-east. This mountainous land, almost three times as large as Great Britain, is the home of Pathans, Gurkhis, Hazaras, and Tajiks as well as Sikh merchants and Hindu bankers from India. Pushtu, the tongue of the Pathans, is the official language.

There are no railways in Afghanistan and *Kabul*, the capital, stands at an ancient road centre where routes from Peshawar, Kandahar, Herat, and Soviet Russia meet. The people are mostly peasant farmers and nomad herdsmen



High Commission for India

IN THE HILL COUNTRY

Transport in the hill country may present difficulties, and here we see an Indian coolie using a basket chair to carry the youngster on an awkward journey over rough ground.

THE WARRIOR RAJPUTS



A MAHARANA'S WATER PALACE

In this captivating picture one sees the beautiful Lake Pichola at Udaipur in Rajasthan. Mirrored in the silvery waters is the island palace of the reigning prince. The ruling Rajput families are the most ancient dynasties in India.

IN the middle of North-western India is the land of the Rajputs, "sons of princes" and a warrior race who held sway over most of the upper Ganges until the Moghul conquerors came down into the plains from the Khyber. Their country, Rajputana, once consisting of several states, is now the United State of Rajasthan which, with its capital at *Jaipur*, is the largest single unit in the Indian Union—a dry region, but with wonderfully fertile spots here and there, and with beautiful cities containing palaces and strongholds. A large part of it is the Thar or Indian Desert, which for ages protected the Rajputs from attack by way of the south-west.

Rajput history is full of heroic stories that are equal in their romance and fineness to the best we know of the days of Chivalry in Western Europe. Many of them deal with the exploits of

Rajput heroes in the stirring times of the Moslem invasions. The very names of the cities recall great deeds of heroism and sacrifice. There is *Chitor*, whose ruined fortress and towers remind us of the three times it was taken and sacked by the invaders, despite the brave resistance of its defenders, and of the devoted self-sacrifice of the people of the city who made a vast funeral pyre in the caverns beneath the rock and threw themselves upon it—clad in their finest garments and singing as they did so. When the city was taken—but only when its defenders had been slaughtered to a man—the conqueror entered it to find its streets and houses deserted. It was in very truth a city of the dead.

The City of Sunrise

Udaipur, the "City of Sunrise" and chief town of Mewar, is one of India's most lovely cities, with its palaces and

ghats mirrored in its beautiful lake Pichola, amid which, like a fairy palace floating upon the water, is an island bearing the Jag Mandir ("World Minster") of the reigning Prince. This lovely water palace was built in the first quarter of the seventeenth century by the Maharana Karasinghji. During the Indian Mutiny the Maharana supported the British and lent his water palace as a home for Mutiny refugees who sought shelter in Udaipur.

The water palace of the Maharana is hardly less wonderful than his great high palace with its three-arched gateway and its domes and spires, that stands on a ridge above the lake.

In the city, tall men of fine physique and martial bearing, with black beards

parted in the middle and drawn aside to curled ends, and the graceful women closely veiled against the curious eyes of strangers, decked with ornaments of silver or gold, and clad in robes of every hue, tell plainly that here are people of a splendid race—the descendants of warriors who 700 years ago were masters of Upper India.

Jaipur

Jaipur is another fine city—the capital of the new Rajasthan—with wide streets and a busy market. You can see here the ancient observatory of the Indian astronomers; the instruments are of stone. One of them is a giant sundial—Samrat Yantra—whose gnomon is nearly 80 feet high.

The old capital of Jaipur State was Amber, whose ruins lie some few miles from the present capital.

If we wish to visit the drier part of Rajasthan we cannot do better than go to *Bikanir*, which stands in its oasis in the Thar Desert. Here camels are as common as are elephants in the cities farther east, and the water carrier is one of the most welcome of all the traders in the city.

Mount Abu

At the end of Rajasthan, and far away to the south, is Mount Abu—a granite island set in an ocean of sand, with forests and beautiful lakes upon it, and a town that to-day is the headquarters of the government in this part of India. Over 4,000 feet above sea level, Mount Abu is a pleasant place in the hot weather, and is a favourite spot for many Europeans.

People come to Mount Abu especially to see the famous temples built by the Jains at about the same time as William



Col. F. D. Fayer.

A RAJPUT SERGEANT

This tanned and bearded non-commissioned officer was photographed at Udaipur. The word "Rajput" means "a prince's son," and members of this race are great warriors. They have fought with the British Army in the two World Wars.



KARACHI, CAPITAL OF THE DOMINION OF PAKISTAN

For all

Karachi is a comparatively modern seaport and city in the Province of Sind. Founded in 1843 it became the capital of the new Dominion of Pakistan in 1947. It has a fine harbor and is important and is the main gateway for the trade of the Punjab. In this photograph is seen Dundas Road, one of the main shopping districts of the city.

of Normandy was setting about his conquest of England. These are at Dilwara among the green hills, their multitudes of marble columns, their lovely arches linking the columns together, and their marvellously carved shingles, roofs and pillars make the Dilwara temples a sight to astound the beholder. Strange legends arrest his ear—he hears how Siva in the days of the gods thrust his foot through the earth from his shrine at Benares to steady Mount Abu when it quaked, and how the mark of Siva's toes is still to be seen in a hole, whose depth has never been plumbed. "It goes down," say those who tell the tale, "even unto Patal," which every one knows is the very lowest part of the earth.

Why a Throne was Lost

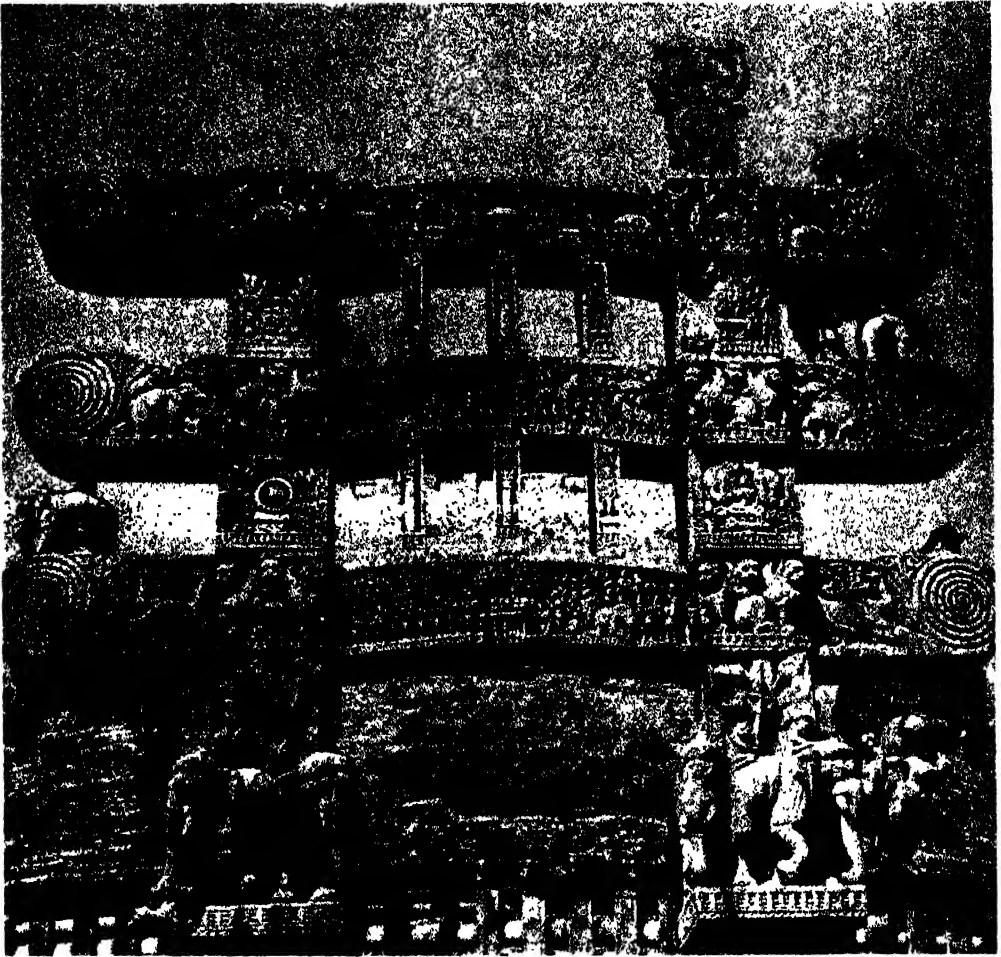
There was a prince who doubted this tale and swore that he would fill the hole with water. He gave orders to his masons to build a great aqueduct,

through which water was allowed to flow for six months but without avail. The anger of Siva at his unbelief cost the prince his throne for his people revolted and cast him forth.

The Jains who built these marvellous temples were members of a religious sect that arose 500 years before the birth of Christ, and was founded by men who did not agree with all the beliefs and ceremonies of the Hindu religion. In many ways the teaching of the Jain *tirthankars* (holy teachers) was like that of Gautama Buddha.

The Lower Indus

West of Rajasthan is the lower Indus valley, that comes to the Arabian Sea in the Indus delta and the Province of Sind. *Karachi*, the port of the Indus Basin, and now the capital of the Dominion of Pakistan, is here. It exports a great deal of Punjab wheat and cotton, and is important as the terminus of the great railway that runs north into the 'Land of the Five



The High Commissioner for India.

AT THE GATE OF A BUDDHIST TEMPLE

Architecture in India was in a fairly advanced state so long ago as 3000 B.C. and has been cultivated through long centuries as many remarkable and imposing buildings still testify. In the building of temples it is seen in its highest form and some of the carvings and elaborate decorative work are marvels of the sculptor's craft. This photograph of the East Gate of the Buddhist Temple at Sanchi Tope is an excellent yet typical example.

Rivers," with branch lines to the passes through the western mountain barriers. *Hyderabad* is the chief city in the great State of the same name. The city possesses many fine buildings among which are the Mecca Mosque and the Char Minar, or Four Minarets.

By the Sukkur Dam

Sind is a dry country, where water is the most precious thing on earth. But, thanks to great irrigation works, large crops of cotton and other produce are grown. The most famous of all

these irrigation works is the Sukkur Dam, which gives life to millions of acres that would be barren desert without it. The Sukkur Dam is the greatest work of its kind in the world. It is also known as the Lloyd Barrage scheme as it was inaugurated during Lord Lloyd's term of office as Governor of Bombay. The dam was constructed between the years 1923-31, and, as a result of its rapidly increasing importance, Sind became a separate province in 1936 and now forms part of the Dominion of Pakistan.

CALCUTTA, DARJEELING AND THE SNOWS



THE VICTORIA MEMORIAL, CALCUTTA

In 1695 the East India Company purchased three villages on the bank of the Hooghly near the westerly mouth of the Ganges, and in 1702 Fort William was built. It was from this that the great city of Calcutta grew and until 1912 it was the capital of British India. With in this city East meets West and some 400 nationalities, races and castes are numbered among its population. One of the finest of its many splendid buildings is the Victoria Memorial seen at the left.

THOSE who enter India by the Calcutta sea gate are following the old way of the East Indians, who in the days of "John Company" thronged the Hooghly and made Calcutta the chief seaport and the capital of India. For as long as British interests in India had to be backed by a show of armed force, the capital was bound to be a sea-gate, since Britain's lines of communication with India in those days were sea-ways.

The Treacherous Hooghly

The Hooghly (or Hughli) is one of the many mouths of the Ganges. Among sailors it has an evil reputation, its swift and dangerous currents and its shifting mud-banks make it extremely difficult to navigate, and the job of a Hooghly pilot is one not to be envied. He must be more than a knowledgeable man, he has to be ever on the alert, ever learning the new positions of the

shifting banks, and very resourceful. If the ship but touches the tail end of one of the banks the current may quickly swing her broadside on, heeling her on to the bank and at the same time scooping out a steep hollow on the downstream side of her with the inevitable result that she tumbles sideways. The tons of silt swept down upon her by the currents soon bury her in the graveyard that holds the bones of the ships of all the centuries since the navigation of the Hooghly began.

Sundarbans of the Ganges

The lowlands of the Ganges delta are known as the Sundarbans. They are covered with low and malarial-smitten jungle, and are the haunts of that log-like reptile, the crocodile.

The tiger, too, inhabits the drier parts of these jungle lands, although he is very seldom seen by those who

pass up and down the water-way in the ships

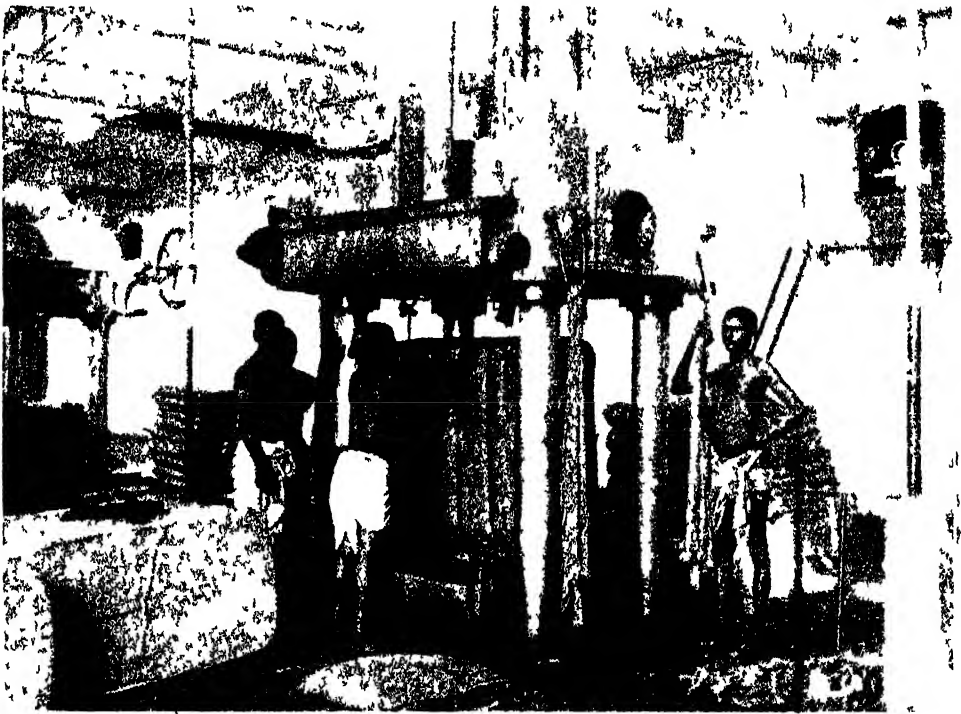
Man disputes with the tiger and the crocodile the right of living in the delta lowlands, for he has planted jute in the rich wet soil, and toils amid fever-haunted waterways to reap his jute harvest and to prepare it for sale to the jute factories

All About Jute

Jute grows to a height of 11 feet or 12 feet. If you penetrate up one of the narrow creeks to the jute plantations you may see thin, brown men clad only in waist-cloths, cutting down the tall jute stems, trimming them and making them into bundles to be carted away by buffalo waggons or taken off in square-ended punts to the pools,

where the stems will be steeped for many days in order that their juicy, fleshy parts may rot. Later you may see men standing up to the waist in murky brown water beating the stems with flat ended mallets to get rid of the waste material, while on the higher ground other workers are hanging up the long silky, plant fibres to dry in the hot sunshine.

The sequel to all this you may see at the great jute mills of Howrah, across the Hooghly from Calcutta, where the jute is made into bags and sacks, rope and mats. Jute, indeed, is a flourishing crop in North-eastern India, where plenty of heat and moisture favour its tall growth. Bengal, Bihar and Orissa, and Assam all grow it, but 85 per cent of it is produced in the



BALING JUTE IN THE INTENSE HEAT

Bourne & Shepherd

At Howrah, which faces Calcutta across the river, are the great mills where jute is made into bags and sacks, rope and mats. Here you see this useful commodity being baled under tremendous pressure and in terrific heat for transport overseas. Jute is a plant used after the manner of flax, but its fibres are tougher than those of flax. Near Calcutta jute grows to a height of 11 feet or more, the moist heat favouring its rapid development.



The High Commission in India

A VIEW IN ONE OF CALCUTTA'S STREETS

With a population of over three millions, Calcutta is the largest city of India and was at one time the capital. It is the gateway and market place of the rich valley of the Ganges and Bhagirathi rivers and one of the greatest commercial centres of the East. The street seen in this photograph was known until recently as Chitpore Street but has been renamed Netaji Subhas Chandra Bose. Calcutta University, established in 1857, is numerically the largest in the world.

Bengal delta lowlands. Jute is the cheapest fibre in the world—it is cultivated on a large scale only in India, where abundant rain and moist heat favour its quick growth. All over the world where grain, seeds, and other dry foodstuffs and raw materials are produced there is a demand for the "gunny bags" made from jute, which to-day forms an important part of the exports of India.

Calcutta

Eighty miles up the Hooghly is Calcutta, long the capital and still the leading seaport of India. Mills and factories announce to the new arrival by sea that industry is carried on here on a European scale, and ships of all the

seafaring nations in the world testify to its greatness as a port. You can still see old Fort William on the eastern bank of the river, where the British built it in 1702, and on three sides of it—north, east and south—stretches the wide plain of the Maidan, east of which is the European part of the city with fine hotels, public buildings and houses that tell of the British people who live and work there. The native city lies away to the north, with its crowded bazaars, its narrow streets and its jostling crowds buying and selling, gossiping and gaping at shows and sights, as crowds do all the world over.

Nothing in Calcutta is more wonderful than the crowd which flows endlessly

across the great new Howrah Bridge from dawn to dusk—a moving throng which seems to have in it representatives of every nation under the sun. This structure, opened in 1943, is the third largest cantilever bridge in the world and has a span of 1,500 feet. Across the bridge is Howrah with its great jute mills and steel works.

Up to Darjeeling

Calcutta people who can afford it go up to the beautiful hill-station of Darjeeling during the hot weather, a lovely spot with pretty villas and bungalows among forests of pines and firs seven thousand feet above the bed of the Testa River, and with the grandest mountain scenery in all the world as a background.

Lofty peaks crowned with eternal snows occupy two-thirds of Darjeeling's horizon. Everest, the giant that overtops all, cannot be seen from Darjeeling itself, but all who long for a glimpse of this peak that for so long defied every effort to scale it, can see it on a fine day from Tiger's Hill, which can be reached on pony back, by rickshaw, or by *palki*—a chair carried by four sturdy bearers. Kanchenjanga, however, can be seen from Darjeeling, and so can other mighty peaks all over 22,000 feet in height.

The journey from Calcutta to Darjeeling is made by one of the most wonderful railways in the world, and one of the most costly ever constructed. The first stage is across the lowlands of the Ganges plain dotted with many villages amid rice fields and jute fields, waving palm and big-leaved plantains, and clumps of feathery bamboos. The Ganges is crossed by the great Hardinge Bridge, which Indians know as the Sara Bridge; it is nearly a mile and a quarter in length, and cost over two and a half million pounds.

The next stage takes us into the tea country of the Dooars, and on to Sukna, where the real difficulties which

the railway builders had to face begin to show themselves. The train suddenly enters dense forest of tall sal and giant bamboo, and other quick-growing vegetation which seems woven into an impenetrable mass by great creepers that throw curtains of blossom sunwards. This is the jungle of the Terai, the home of the tiger and the Indian rhinoceros, the sambhur and the wild buffalo, where even experienced *shikaris* go with caution.

In Sight of the Himalayas

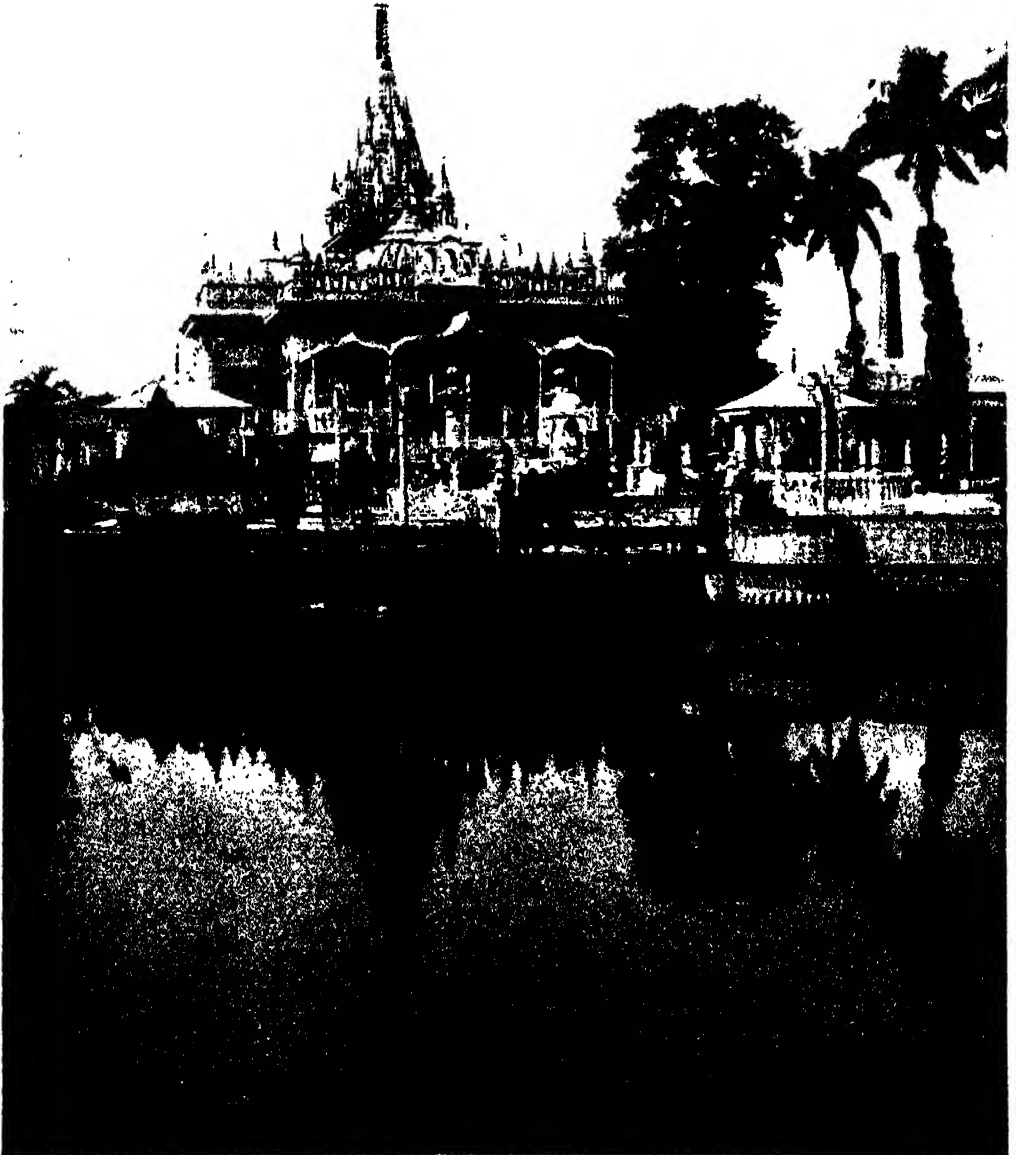
Up and up the line twists and turns, boring into tunnels, skirting giddy precipices, crossing deep gorges by slender bridges, and now and again stopping to reverse because of the impossibility of negotiating the steep gradient by loops or hairpin bends. Soon the increased altitude begins to be evident in the change of vegetation—oaks and mulberries, peach trees and almonds are common at 4,000 feet; another thousand feet takes the traveller to the region of tree ferns; then come the pine forests and glimpses of the far-away Himalayan snow peaks; and at last Darjeeling, which means "the place of the thunderbolt."

The Himalayas, which lie partly beyond the frontiers, form the natural northern boundary of India. This vast mountain range, which includes the highest peaks in the world, runs from North-west to South-east for some 1,500 miles, varying in width from 150 to 200 miles, and with a general height of 20,000 feet. The perpetual snow-line is about 16,000 feet. From the melting snows of the great rampart spring the rivers Ganges, Indus, Jumna, Sutlej and Brahmaputra.

Heroes of Everest

No man with British blood in his veins can arrive at Darjeeling without a proud memory of those heroes of his race who gave their lives in the attempt to scale the highest mountain on earth—of Mallory and Irvine, who were last

A TEMPLE OF THE JAINS



F. V. 4.

The Jains form a very ancient religious sect in India, and this is a picture of the famous Badri Das Temple which they built in Calcutta. The Jains number to-day about a million followers. They will never kill an animal, however insignificant, because they believe that after death human beings enter the kingdom of four-footed creatures.

seen by anxious watchers from Camp VI, within 800 feet of Everest's snowy summit

' Climbing in air too thin
for mortal breath
These men stood poised
on the world's
parapet,
Watched by the stars,
on the last height
they met,
Content in Victory, the
Kiss of Death "—

Douglas Freshfield



TRAVELLING BY DONGA

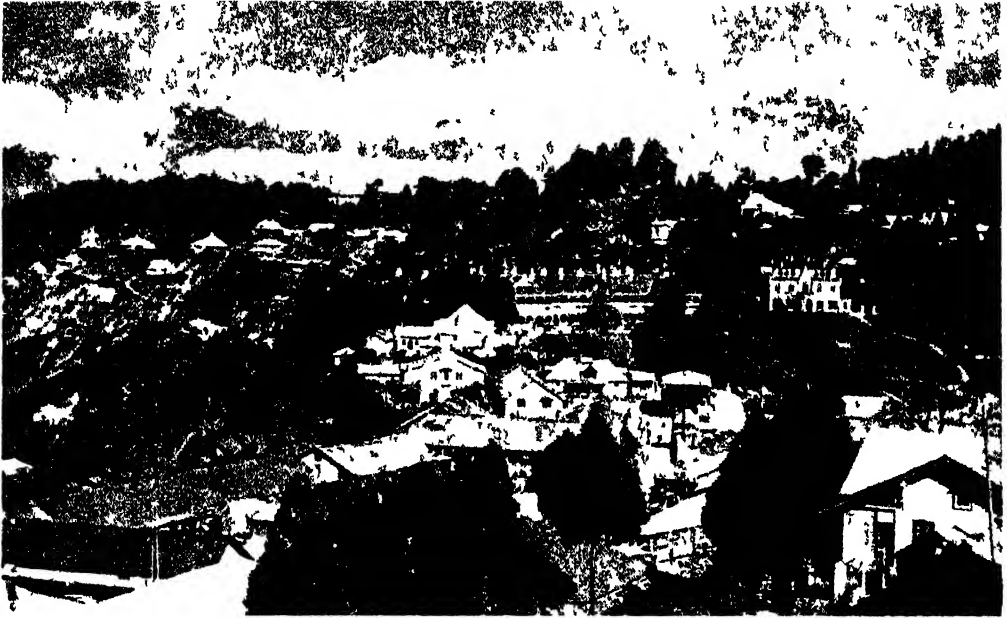
Though the motor car is becoming more in evidence, much of the travelling in Kashmir is still done in boats such as those pictured above. These vessels flat bottomed and on shallow draft are called dongas. The boatman and his family dwell at one end of the donga.

A SCENE IN KASHMIR

Kashmir is an important Indian border state to the north of the Punjab. At one point along its frontier India, China and Afghanistan have their boundaries. The country is one of winding rivers, clear blue lakes and Lombardy poplar trees and has a background of lofty snow peaks.

For the three great Mount Everest expeditions of 1921, 1922 and 1924 started from Darjeeling, made their way by the Chumbi valley on to the plateau of Tibet, and launched their attacks from their base camp on the Rongbuk glacier. All failed. Three further unsuccessful attempts

CROWNED WITH ETERNAL SNOWS



Darjeeling is the hot-weather capital of the district of the same name and the favourite summer resort of Bengal. It is also a centre of the tea industry, over 20 million pounds being grown in the neighbourhood annually. Magnificent mountain views are obtained and both Everest and Kanchenjunga are visible. A general view of the town, taken from the Mackenzie Road, is seen here.



Photos E. N. A.

Another view of the great Kanchenjunga range, which forms part of the Himalayas, is shown here, taken from the Mall at Darjeeling. Monsoon clouds can be seen in the foreground. The town of Darjeeling is approximately 7,400 feet above sea level and is some 300 miles from Calcutta with which it is connected by railway.

from Tibet were made in 1933, 1936 and 1938. A reconnaissance expedition was made in 1951 from Nepal, and in 1953 a new British Expedition under Col. John Hunt went out. On Coronation Day the news came from Col. Hunt that Everest had been conquered! Edmund Hillary, a New Zealander, and the Sherpa guide, Tensing, had planted the Union Jack on Everest's peak on May 29th, 1953.

It is at Darjeeling that the traveller meets for the first time the hill people who are in every way different from the inhabitants of the plains. Darjeeling stands at the gate of Sikkim, and between Nepal, the mountain land of the sturdy Gurkhas, and Bhutan, the home of the Bhutia mountaineers, and it is near enough to the Tibetan frontier to have many people of

Tibetan stock in its neighbourhood. Buddhist temples, like those of Tibet, can be visited from Darjeeling; there are several monasteries where the strange Tibetan "Devil Dances" are performed by the lamas, dressed in their frightful masks and gorgeous costumes, and gyrating to the horrid music of gongs and cymbals, and the blare of mighty trumpets ten or twelve feet long. Great prayer wheels turn, reiterating the mystic Buddhist text, "Om Mani Padme Hum"; fluttering prayer-flags from little forests of poles carry on them other prayers and symbols.



By Col. R. T. Etherlen

A PILLAR-BOX IN THE WILDS

This strange receptacle, suspended beside the track, is actually a pillar box in which letters may be posted. It is to be seen among the Himalayas not far from the frontier of Tibet. Only once a month is this pillar box of the wilds cleared.

IN THE LAND OF THE LAMAS



Tibet was at one time known as the "Forbidden Land" since foreigners were not allowed to enter it. Until 1901 only three white men were known to have visited its capital, Lhasa. In very recent times Tibet has figured prominently in the world's newspapers and its independence has been threatened. In this photograph is seen the Potala Palace, residence of the Dalai Lama in Lhasa.

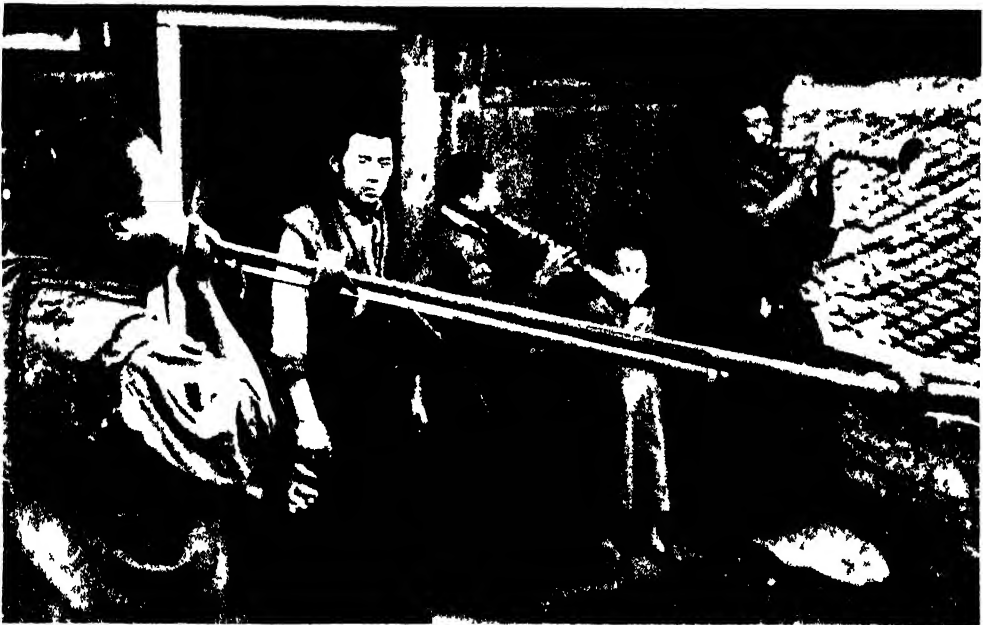


Photo - Paul Lopper

Tibet is also known as "the land of the lamas," the lamas being the priests who to a large extent rule the people. A boy intended for the priesthood enters the lamastery about the age of four. In this picture lamas at a Tibetan monastery are blowing ceremonial trumpets, some of which are 12 ft. long. They make a loud rasping noise which is accompanied by the wailing note from the smaller trumpets.

MOTHER GANGES



THE HOLY CITY OF BENARES

BENARES, or Banaras, as it is more commonly called nowadays, is built along one bank of the Ganges only. On the populated side the city slopes steeply down to the river and the banks are covered with temples, religious hostels and other foundations. The city is the religious capital of India and is also an important commercial and administrative centre. It also has a famous University as well as other educational institutions.

MOTHER GANGES is the greatest river of India, and the most sacred. Her waters from their sources to the sea are holy to the Hindus, and her banks are lined with wonderful temples and stately cities which have arisen through the ages to bear witness to the might of Hinduism and the sacredness of the Ganges flood.

For 1,500 miles Ganga Mai traverses the most densely-peopled plain in the world, spreading abroad her great fan of tributaries and their associated networks of irrigation canals. She comes down from the cold Himalayan snows to holy Hardwar and the plains, and flows on to the jungles and marshes of the Sunderbans to empty her waters into the sea. On her bosom she bears craft strange to European eyes—rice-boats, boats laden with pilgrims journeying to one of her many shrines, and

hosts of smaller craft with wide curved awnings of matting amidships to give shelter from the hot sun.

Benares, a Holy City

The most holy of her cities is *Benares*, whose proper name is Varanasi—"bright-robed daughter of Ganga." This city is visited by hundreds of thousands of pilgrims every year from all parts of India.

Benares can be reached from Calcutta by following the main Calcutta-Bombay railway route as far as Moghal Scrai junction, whence a short run of ten miles takes us across the Dufferin Bridge over the Ganges to the Holy City, whose splendid temples and palaces are mirrored in the face of "Ganga Mai" herself—Ganga Mai who appeared at the god Siva's wedding, they say, clad in many-coloured robes, "when the rivers and the Seven Seas,

as well as the Sacred Places of Pilgrimage assembled together, with the Sun and the Moon and many other notabilities."

For four miles the high northern bank of the Ganges at Benares is crowded with palaces and temples, most of them built of reddish-yellow sandstone, looking across the river to a low and sparsely-inhabited shore. Leading from the temples on this high bank to the river are the great flights of stone steps known as the "ghats," from which the Ganges is worshipped every day by her followers, who bring offerings of rice, milk and flowers, and bathe in the holy waters.

The Ghats

At the Dasasanehi Ghat "the ghat of the Ten Horse sacrifice"—all the chief roads of Benares meet. It is one of the five sacred places to be visited by the Hindus who come to the city to take part in the great religious festivals. Crowds of bathers throng the steps; processions of men, women and children swell the number as the day wears on, bearing the brass or copper vessels used in pouring the sacred water over their bodies and garlands of flowers and sacred leaves to cast into the stream. Men pilgrims throw off their outer garments before entering the river, but the women, clad in their brightly-coloured *saris*, wade in slowly until they can dip their heads below

the surface. Thrice immersing themselves in the sacred flood, the pilgrims emerge, dry themselves, and go to the *yogis* or wise elders seated beneath the shade of great mushroom-like umbrellas of woven cane to receive the mark upon their foreheads that shows to all who know what it means that they have washed away all their offences in the purifying waters of Ganga Mai.

Festivals

In the month Kartik (October-November) there is a great festival at this ghat, in honour of Kali the black goddess of darkness, whose strange

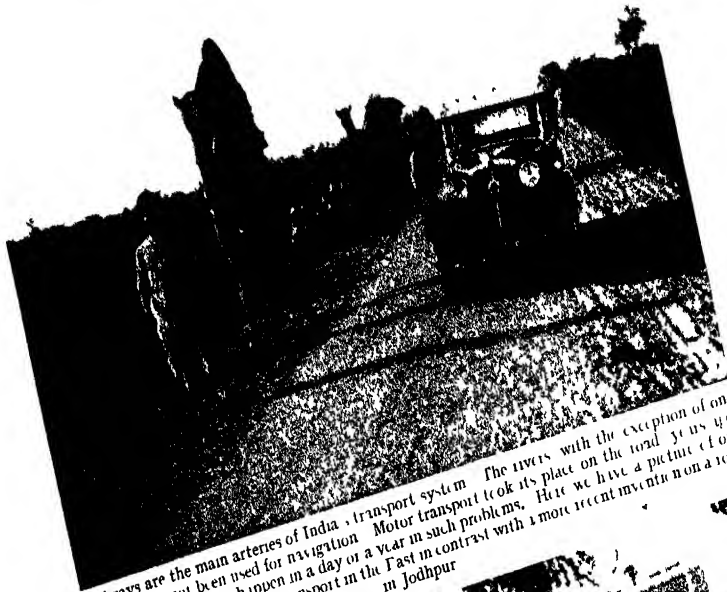


Helix Murrill

ON THE RIVER GANGES, BENARES

To-day Benares is the most important centre in Northern India for the worship of the god Siva, and to the city come pilgrimages from all over India to bathe in the sacred river Ganges from the steps of the bathing ghats. The bathers wash all over and submerge themselves completely in the water.

TRANSPORT OLD AND NEW



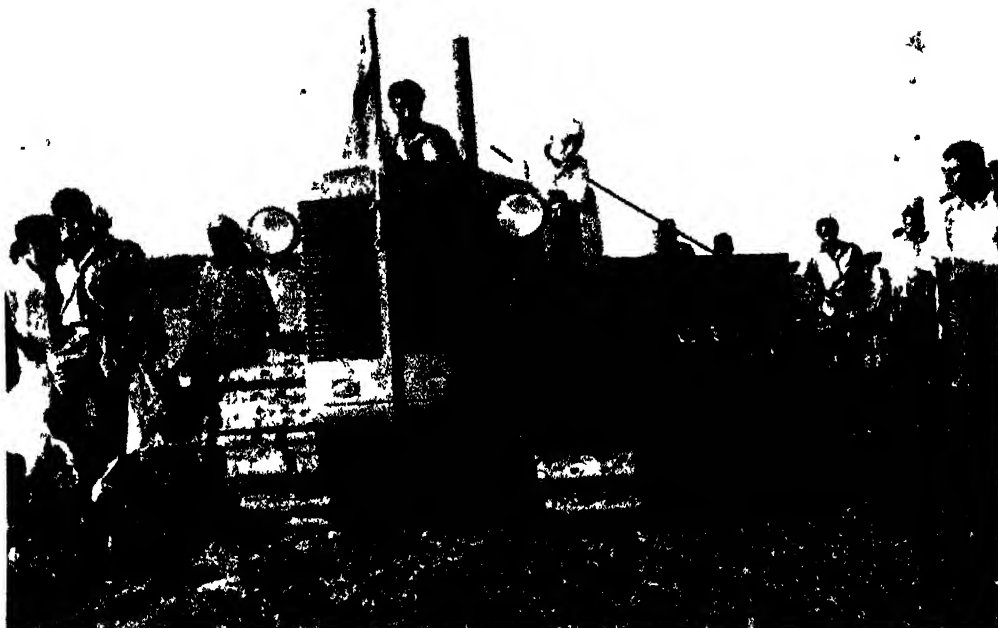
Railways are the main arteries of India's transport system. The rivers, with the exception of one or two, have not been used for navigation. Motor transport took its place on the road 30 years ago but revolutions rarely happen in a day or a year in such problems. Here we have a picture of one of the most ancient forms of transport in the East in contrast with a more recent invention on a road in Jodhpur.



Photos: The High Commissioner for India

In such a vast country as India many areas are entirely dependent on road transport and the old forms of travel are still in use and likely to remain so for some years. The carriage seen above is a two wheeled vehicle known as an ekka, drawn by a pair of bullocks. The ekka is one of several different types of bullock cart still largely used in country districts.

TRACTORS AND TEA CROPPERS



The High Commissioner for India

Following the creation of two separate Dominions, India and Pakistan in 1947 a grave problem arose owing to the migration of thousands of families. The Indian Government created a separate Ministry under which various agencies were set up to deal with resettlement schemes. In this picture, the Prime Minister Pandit Nehru is seated in a tractor during his visit to one of these new farming colonies.



Tea Bureau

Picking the tea leaves has always been done by hand until quite recently when the first experiments with mechanical croppers were made. In this picture a harpen generating set is seen on the right at work on a tea estate in Assam. Two croppers electrically operated but guided by workers are picking the leaves. This method is still in the experimental stage.

image with protruding tongue is taken in procession from its shrine and accompanied by throngs of pilgrims on foot, on elephants and camels, or in carriages to the river, where at sunset it is immersed. Hundreds of smaller images of Kali are thrown in by the pilgrims. Then as night falls begins the feast of Lakshmi, the goddess of Fortune, when little lighted lamps are set afloat upon the waters to be watched until they fade into the darkness. Should a lamp go out its owner need expect no good fortune in the coming year.

Below the temples, shrines and palaces farther along the river, their clusters of domes and spires stained deep red and tipped with gold, are other ghats, some crowded with worshippers, among whom sacred bulls garlanded with marigolds wander in and out as they please, while monkeys

clamber on the cornices and brightly-plumaged birds dart here and there among the temple domes.

The Scindhia Ghat is the haunt of *sadhus*, strange wandering mystics who beg their way from shrine to shrine, smeared with ashes and marked with the coloured sect-mark upon their foreheads. Some gather funds to pay for the repair of a temple, some are learned men who have renounced the world and given themselves up to a life of self-denial.

Within the city the narrow winding streets are so crowded that only foot passengers can pass. Beneath the tall houses on both sides of the way are the open shops—mere recesses in the walls—some crammed with figures of gods and goddesses, some hung with prayer bags, embroidered with bright colours, and some full of sweetmeats and sticky cakes.



AT THE BATHING GHATS OF HARDWAR

The High Commission for India

In the Hindu language the word "ghat" means a path of descent and is used particularly to describe the steps upon a river bank. These steps, used for bathing, drinking and other ritual acts, are found along the Ganges at every city from Calcutta to Hardwar. Our picture shows the bathing ghats at Hardwar, a city of great antiquity. It is one of the holy places of India and a centre for pilgrims who bathe in the waters of their great river, Ganges.



THE PETITION WRITER AT WORK

Copyright

Lahore is both an ancient city and a new town, the old city being enclosed by walls, a reminder of the days when it was a strong fortress and one of the two capitals of the great Mogul Empire. Here is a scene taken within the precincts of the District Court at Lahore, showing a petition writer taking instructions from his clients and preparing the necessary document.

Gods and Goddesses

Blue-throated Siva, father of the gods, has his shrine covered with sculptured figures. There you can see Nandi, the sacred bull on which he rides, and Kali the terrible, wearing her necklace of skulls and her girdle of cobras, with her four hands—one bearing the head of a demon and another her keen sword.

The Golden Temple has two of its domes plated with real gold. No European may cross its holy threshold. But every man, be he Hindu or Christian, may visit the "Well of Knowledge," where a Brahmin sits with his metal ladle to pour into the palm of everyone's right hand a few drops of the precious water in return for a small offering of copper coins as his reward.

There is another part of Benares

which is very different from the old city and its crooked streets thronged with folk clad in many-coloured robes. That is the European quarter, where there are many fine modern buildings, among them Queen's College which is built in the Gothic style of architecture.

Patna, Cawnpore and Lucknow

Patna, the capital of the province of Bihar and Orissa, stretches for nine miles along the banks of the Ganges. Patna is the collecting centre for the agricultural produce of the area and has given its name to a particularly high quality of rice. Not far off is Pataliputra, once the capital of an early Indian Empire of the Maurya dynasty a little after the times of Alexander the Great.

At *Cawnpore*, easily reached by train

from Benares, we are in the "Manchester of India," where there are large modern cotton and woollen mills, leather industries and clothing factories. Unhappy days in India's long and eventful history are recalled by the memorial church in remembrance of those who fell during the Mutiny of 1857.

Lucknow, too, has its reminders of those perilous times. Its heroic defence has passed into our history.

The district is fertile and for the most part highly cultivated, having three harvests during the year. In the spring wheat, grain and barley; during the rainy season, rice and millet; and in the autumn various native food grains. In the town itself can be seen, as at Cawnpore, evidences of changing India in the application of modern methods of manufacture.

India To-day and To-morrow

Since the partition of the sub-continent into two independent states, India has had many problems to face. The partition led to the movement of millions of people and camps were opened to receive the displaced families and provide relief for them. Under the new Ministry of Relief and Rehabilitation tremendous progress has been made in resettling the homeless in new farming colonies and in industry.

Other problems, similar to those which have faced all nations in the post-war years, have been tackled with equal vigour. India still remains a member of the British Commonwealth of Nations, and, granted the continuance of that peace we all desire, there can be little doubt that this great and historical land will achieve a high place among the nations of the world.



THE CIVIC CENTRE AT CAWNPORE

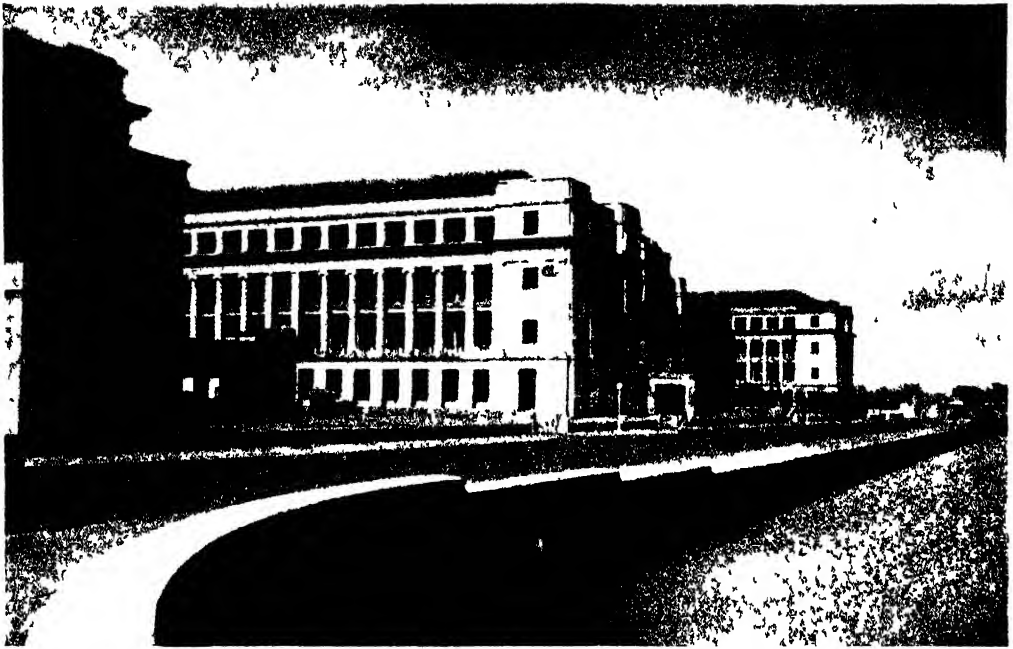
The High Commissioner for India.

On the right bank of the Ganges the city of Cawnpore has tragic memories of the past. To-day it is an important commercial centre, and its industries include tanning, and cotton, woollen and jute mills. In the photograph above is shown the Town Hall, one of the many fine buildings in the city.

The Story
of the
World and
its Peoples



The New
Dominion of
the
"Lion People"



MODERN GOVERNMENT BUILDINGS AT COLOMBO

APRIL 1911

Colombo, the capital of Ceylon, is also the chief seaport of the Dominion and a city of fine streets, lined with shady trees, shops, and offices. Many different nations are represented in the population of the capital, but most of the Dominion's people are Singhalese, claiming descent from the *Sinhala* or "Lion People."

THE ISLAND OF CEYLON

LYING to the south of India from which it is separated by Palk Strait, Ceylon is a large island in the Indian Ocean which slopes upwards from the coast on all sides towards the central mountains. Its population to-day is over 6½ million, of whom some four million are Singhalese. They are the descendants of the Hindus from the valley of the Ganges who gained authority over the aboriginal Vedda's as far back as 543 B C.

Other races which make up the total population are the Tamils, who came from Southern India, Moors descended

from the old Arab traders, Indians and Europeans. The Portuguese landed in Ceylon in 1505 and formed settlements along the coast, but about 150 years later they were dispossessed by the Dutch. Later Britain took possession and in 1802 the island was finally ceded to the British. The King of Kandy, however, continued to rule until 1815 when he was deposed and Ceylon became a British Colony.

Ceylon was known to the Romans, who called it *Laprobane*, from the native name which meant "the island of dusky leaves." In later years it

became famous for another and even duskier kind of leaf and to-day it produces about a sixth of the world's tea supply

A Dominion of the Commonwealth

Various developments in its system of government took place while the island was under British rule. The culmination came in February 1948 when Ceylon attained full Dominion status and became a self-governing member of the British Commonwealth of Nations. Its first Parliament was opened by the Duke of Gloucester and at the ceremony the ancient golden throne of the kings of Kandy, the old capital of Ceylon, occupied a place of honour.

The industrial development of the island has gone ahead in recent years

and many factories have been built. These produce plywood, leather and leather goods, paper, glass, and chemicals. Tea, as we know, is the main export. Originally coffee was the main crop of the plantations, but the plants were destroyed by disease, and tea was introduced so successfully that it became the chief crop of a considerable area. Rice is the chief grain. Rubber and products of the coconut palm are also important.

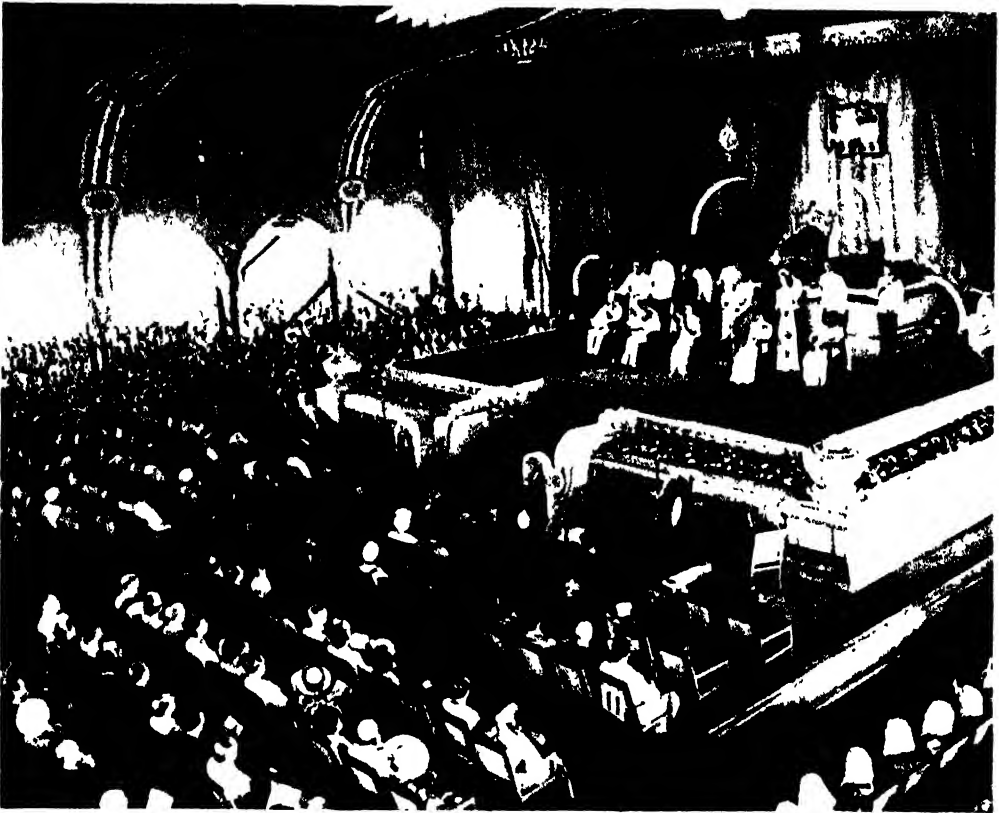
From the forests come satinwood and ebony. In addition to the many quarries from which precious stones such as sapphires and rubies are obtained, there are mines from which graphite is got and Ceylon probably produces about a quarter of the world's supply of this material.



IN A SINGHALESE VILLAGE

H. Armstrong K. Lewis

This scene is typical of the villages and small towns of Ceylon and shows what is evidently the shopping centre of the place. Notice the dress worn by the people. Menfolk as well as women wear the *sarong*, and both sexes go about bare footed. Shoes will be reserved for special occasions such as the rare visits to the cities.



CEYLON BECOMES A DOMINION

Associated Press

On February 10th, 1948, the first Dominion Parliament of Ceylon was opened by the Duke of Gloucester. This picture shows the scene in the Assembly Hall, Colombo, on that occasion. The Duke and Duchess of Gloucester are seated on the platform, behind them is the red and gold throne of the kings of Kandy and, above this, the Singhalese lion.

Colombo is the capital of the island and, unlike many of the world's great seaports, Colombo has no disreputable or ugly water-side slums. As soon as the traveller lands here he will pass through the Fort district, where the government offices stand, and go on into a neighbourhood of fine streets lined with shady trees, shops and business offices.

Prince Street is the port's principal thoroughfare and chief shopping centre, running parallel to the sea. Here we are almost as much in Europe as in Asia, were it not for the climate. But if we go down to the Pettah or older town we are very definitely in the East, although even the Pettah is changing. Two Buddhist temples still

remain, however, covered with strange and intricate carvings and multitudes of figures. Buddhism is still the chief religion on the island.

On the Road to Kandy

The people interest us at once, if only because of their variety: Singhalese and Moormen, Tamils and Burghers, with representatives of other Eastern races as well as Europeans, crowd the streets.

Our first trip up-country is to the ancient capital of Kandy, among the hills. We can go by train, but decide that a run by car along the fine Colombo-Kandy motor road will give us a better general idea of the country.

Almost at once the road plunges into



ON A TEA ESTATE

Will L. Taylor

The row upon row of neatly-pruned bushes here depicted are those from which tea is obtained. There are busy times on the tea estates during the picking season, after which work is transferred to factory buildings on the estate. Here the prepared tea must be packed for transport to the coast.

the midst of luxuriant tropical vegetation. Coconut palms by the million grow on both sides of it; and here and there the Singhalese are busy breaking open the nuts, to get the white kernels which will be dried and exported as copra. The stout husks will be shredded up and spun into coir rope and sennet, or made into net-bags or matting, or one or other of the many things that come from coconut fibre.

Villages are frequent—most of them two lines of low, palm-thatched buildings on either side of the way—with

their rice fields and their water buffaloes with monstrous horns and lumbering carcasses. The rice on this side of the island is sown during March, April and May, and reaped in July, August and September; but on the other side of the island, facing the north-east monsoon of the cooler months, the sowing begins in July and the harvesting in January. The rice fields here are being prepared for the coming rain; those on the other side of Ceylon are almost ready for harvest.

The village schools interest us mightily, for as we speed past their low walls we can see the dark heads of the children at their work, and the village teacher at the blackboard. Two elephants stand at the place where a small road branches off; except that they sway their huge trunks rhythmically from side to side, and occasionally flap their large ears,

they might be carved in stone.

On the Tea Estates

All the time the road is winding up into the hills and at every bend a new and astonishing landscape unfolds itself now that we have left the lowlands behind. Presently, on both sides are rows upon rows of neatly-pruned bushes, which we know, without being told, are tea bushes. Here and there in the hollows are the white buildings of the tea factories. Few people are at work in the gardens, for picking ceased

IN KANDY, CEYLON'S ANCIENT CAPITAL



Kandy the ancient capital of Ceylon, stands some 1600 feet above sea level in a basin among the hills. Kandy stands upon the shores of an artificial lake built by the last Kandyan king in the early nineteenth century. Flowering trees, palms and bamboos are its lovely setting.



F. Deville Walker

At Kandy is the famous Temple of the Tooth, in whose most sacred tortoises dwell, and within whose walls is the sacred tooth, considered to be a relic of Buddha. The relic lies within seven richly jewelled shrines upon a golden lotus flower and brings great numbers of pilgrims to the Temple.

for the time-being a month ago, but the factories are busy enough, no doubt, packing the prepared tea for transport to the coast.

Rubber plantations claim our attention next, each tree with its trunk carved in V-shaped patterns by the incisions made to get the white latex or milk, which is regularly collected and sent to the factory on the estate to be turned into rubber.

At last we reach Kandy, the old capital of Ceylon, some 1,600 feet above sea level, but in a basin among the hills, which are covered with verdure where they are not cut into marvellous terraces for paddy cultivation, and supplied with water in all sorts of ingenious ways through channels and pipes or stones, bamboo, or even mud. Kandy itself stands by a beautiful lake which, it is said, was made artificially

by the last Kandyan King very early in the nineteenth century.

The Temple of the Tooth

The most interesting thing to us in Kandy is the famous "Temple of the Tooth." This old Buddhist temple has its moat, in which live the sacred tortoises. Within the shrine behind the finely-carved doors is a yellow piece of ivory mounted on a stand. This is the famous "tooth" reputed to be the tooth of Buddha, and visited as such by pious pilgrims from distant parts of Asia. As an act of devotion, these pilgrims place gold leaf upon the stone pillars surrounding the shrine, much as the pious in Burma gild the pagodas.

The highest part of Ceylon's mountain knot is Pidurutallagalla (Pediruttallagalla), which reaches an altitude



THE LION ROCK OF SIGIRIYA

By courtesy of Christmas Humphreys, Esq.

Among Ceylon's magnificent scenery are stretches of forestland from which protrude strange rock formations like the one shown here. There was once a palace upon this rock which, defended by a Singhalese king and his soldiers, resisted the besieging armies for thirty years.

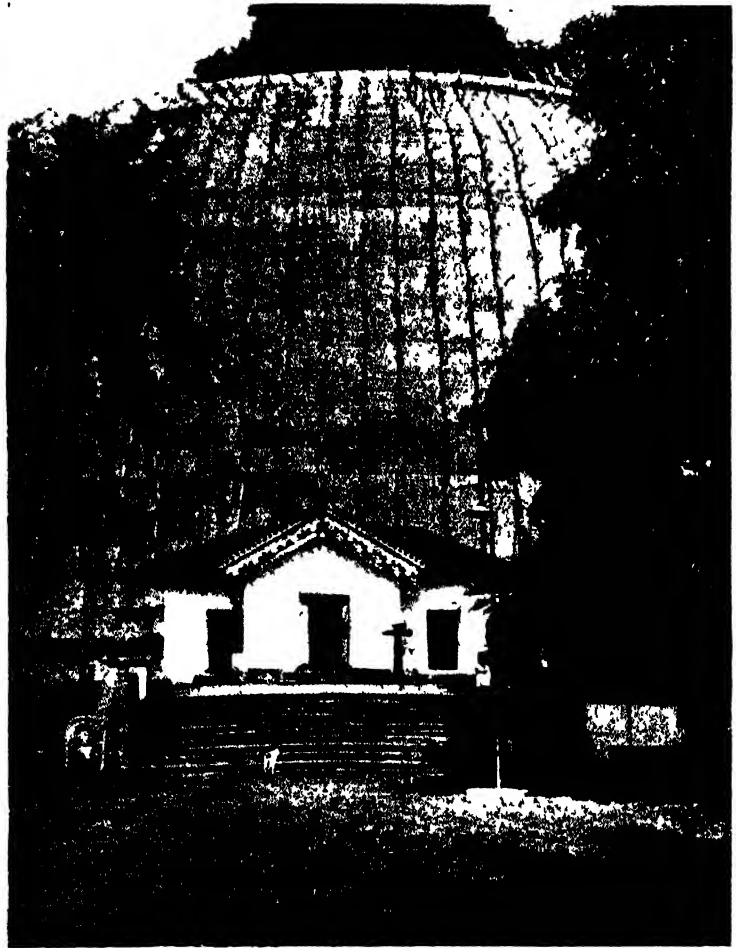
of over 8,000 feet. Much better known, however, is Adam's Peak, whose cone-like summit is about 1,000 feet less— for this is sacred ground. Up there is a strange depression in the earth, about $2\frac{3}{4}$ feet wide and from 3 to 5 inches deep, which is regarded with reverence by Buddhists, Hindus and Moslems alike. Buddhists say it is the foot-print of Buddha, Hindus say that it is Siva's footmark; and the Moslems aver that it is neither of these, but in very truth the foot-print of Adam, who came to this precise spot on his expulsion from Eden.

Not far from Adam's Peak is the lovely hill-station of Nuwara Eliya (Nuralia), which is very popular in the hot season. In December and

January, however, the air is distinctly chilly, for the town is some 6,000 feet above sea level, and overcoats and fires are quite in order.

The Buried Cities

The visit to Kandy makes us all the more eager to see something of the "Buried Cities of Ceylon"—cities which were the capitals of mighty kings hundreds of years before the birth of Christ, and the centres of early and wonderful civilisations. Their glory passed and the jungle swept over them



TWO THOUSAND YEARS OLD

Is. coded Pres

Buddhists from near and far give so that Kuanweli Temple, in the sacred city of Anuradhapura, might be restored. This bell-shaped shrine is 150 feet high. Among its foundation bricks are some of gold and silver placed there centuries ago by the warrior king who built the two-thousand-year-old shrine.

as if they had never been. In recent years, however, much time and money have been spent in clearing away the jungle growths sufficiently to reveal the main features of these ancient cities, palaces and temples.

The oldest remains are at Anuradhapura in the central part of the island, where an image of Buddha sits in lofty contemplation regardless of time and change, where temples and *dagobas*, *wiharas* (image houses) and *pansalas* (priests' houses) peep unexpectedly from the jungle, and where

Buddhist priests to-day still keep watch and ward over temples that have been restored to something like their original beauty. At Anuradhapura, too, is the sacred *bo-tree*, sprung from a branch of that same tree of Gaya in the Valley of the Ganges, beneath which Gautama Buddha sat in contemplation.

The Jungle

Farther south are the famous ruins at Polonnaruwa—a capital of later date, and in much better preservation than those of Anuradhapura. Its walls, 10 feet high and 10 feet thick, built of brickwork over 800 years ago, extended for twelve miles round the ancient city. Even to-day you can trace them in a series of irregular grassy humps, with

great masses of brickwork exposed here and there.

Glances of forest and jungle give us but a faint idea of Ceylon's glorious trees and marvellous flowers, and none at all of the jungle folk. To discover the real secrets of the wilds, one must penetrate deeply into the little-visited parts of the island, where herds of wild elephant and the bison (*Isaing*) live, where the fierce leopards stalk deer, and where birds of gay plumage flutter among the branches, or sip honey from the flowers. Myriads of fire-flies flit amid the velvet gloom of jungle nights, and those who seek carefully may find those strange stick insects and leaf insects, which evade their foes by successfully pretending to be what they are not.



A BEACH SCENE IN CEYLON

H. Armstrong Roberts

The curious sailing craft in this picture are catamarans. Notice their strangely-shaped sails and the primitive steering boards aft. They are the boats of simple fisherfolk, their masts and outriggers are held in place by cunningly fastened cow ropes. If you could see the straw hats worn by the fishermen more closely, you would probably discover that they are "pin cushions" for innumerable hooks.

The Story
of the
World and
its Peoples



Lands,
near and far,
of our
Colonial Empire



MOMBASA FROM THE MAINLAND

LVI

Mombasa, the first African port which serves Kenya, Uganda, and parts of Tanganyika Territory and the Belgian Congo, has two harbours—Kilindini, the deep place, which is on the west side of the island of Mombasa, and Mombasa Old Harbour, on the north-east of the island, which is the favourite anchorage of dhows of the kind seen in this picture.

BRITISH EAST AFRICA

IN East Africa are broad lands which form part of the colonies, protectorates and territories of the British Commonwealth and Empire "trusteeship." They are (1) Kenya Colony and Uganda (which is a British Protectorate embracing several Native kingdoms), (2) Tanganyika Territory, formerly a German colony, but placed under the care of Britain by the old League of Nations and now held under United Nations' trusteeship, and (3), off the East African shore, the Islands of Zanzibar and Pemba, ruled by an Arab sultan under British protection.

Most of these lands belong to the high plateau country of East Africa, which is crossed in the west by higher

mountain ranges and studded with enormous lakes, and is famous all the world over as the "Land of Big Game"—the hunter's paradise. These lands drop steeply down to the narrow, hot, wet coast-plain that fringes the Indian Ocean.

Great Lakes and Volcanic Peaks

Two mighty volcanic peaks rise from the eastern half of the plateau—Kilimanjaro (19,321 feet), in Tanganyika Territory, and Kenya (17,040 feet). The western half, too, is dotted with large volcanoes, some of which are active. The largest lake is Victoria, whose level is 3,700 feet above the sea and whose deeply-indented shores

belong partly to Kenya Colony, partly to Uganda and partly to Tanganyika Territory. The other great lakes, Nyasa, Tanganyika and Albert, are long and narrow, for they are flooded parts of a deep valley formed by the sinking of part of the earth's crust to form a deep trench; a similar trench, with lakes in it here and there, cuts across the table-land east of Lake Victoria; both form parts of what is called the "Great African Rift Valley."

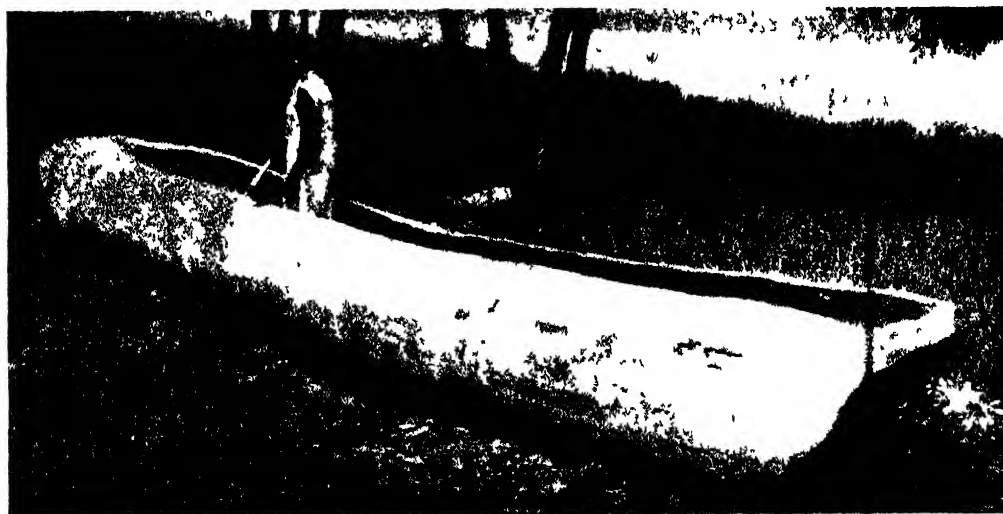
The chief ports of this part of the British Commonwealth are Mombasa in Kenya and Dar-es-Salaam in Tanganyika. From each of them a long railway climbs up from the narrow coastal plain to the plateau and crosses it to the great lakes. The Kenya and Uganda section of the East African Railways runs from Mombasa on the Indian Ocean to Nairobi, the capital of Kenya, and on to Kisumu on Lake Victoria and to Jinja and Kampala in Uganda. The Tanganyika line starts at Dar-es-Salaam, and goes by way of Tabora to Kigoma on Lake Tanganyika and to Mwanza on Lake Victoria. A further line runs from the port of

Tanga to Moshi and Arusha and joins the Mombasa line at Voi.

Nairobi

Nairobi stands over 5,000 feet above sea-level and is about 330 miles from Mombasa. A hundred miles away to the north is the snowy cone of Mount Kenya. Everybody who comes to Kenya, whether for big game-hunting, or for coffee-planting, or to see the country, comes to Nairobi, for it is the capital and the heart of things in the colony. Although it is clearly still in its growing stage, there are many fine buildings along its wide straight streets among others that are in process of erection. If you wished, you could travel here by road—northwards to the Sudan, or southwards to Nyasaland. But this north-south road is difficult in the rainy season, and in 1948 money was granted under the Colonial Development and Welfare Act to build an "all-weather" road linking northern Uganda, through Kenya and Tanganyika, with the Northern Rhodesia road system.

In the neighbourhood are many coffee plantations owned by European planters.



HOW TO MAKE A CANOE

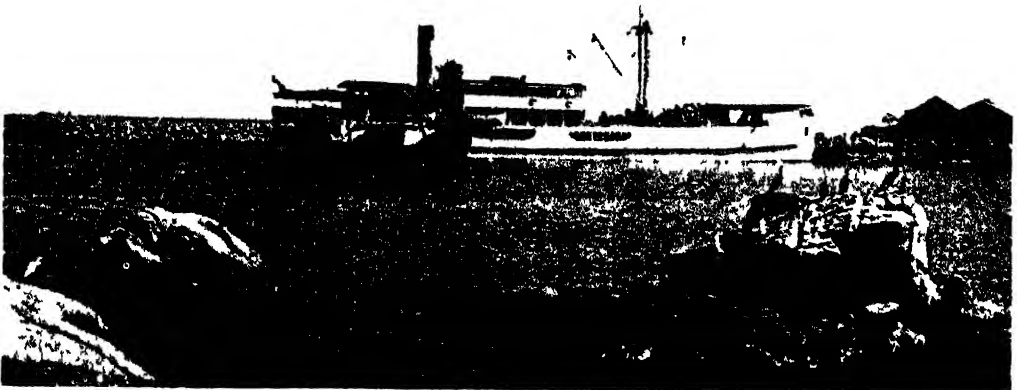
Paul Popper

Probably the first boat ever made by man was fashioned from a tree trunk with the aid of primitive tools. In most parts of the world this method of boat-building belongs to the very distant past. It is still used, however, in the second half of the twentieth century in some places, and here we see a native of Uganda hollowing out a tree trunk into a canoe on the shores of Lake Albert.

BRITAIN'S FIRST COLONIAL CITY



Not so many years ago Nairobi was a mere village with corrugated iron buildings and rough roadways. The building of the Kenya and Uganda Railway led to its rapid development and in 1920 it became the first city in the Colonial Empire by Royal Charter. To day Nairobi has wide, well-laid streets and imposing buildings. In this picture is seen Government Road, one of the chief shopping centres.



This is Lake Victoria
Lake Victoria, or Victoria Nyanza, was discovered by the explorer Speke, in 1858. As a fresh water lake it is second only in size to Lake Superior. The East African Railways and Harbours Administration run a regular service of sailing round the Lake and this photograph shows the steamship *Usoga* moored alongside at a port of call on the Lake.

Great numbers of sheep and goats are reared and land, formerly the home of thousands of game, has been fenced off for cattle runs.

Past Nairobi, the railway climbs up through hilly country dotted with the farms of Europeans and the *manyalla* (camps) of the Masai people, who are a nomadic people who live by their cattle on the Masai Reserve—territory specially set apart for their use by the Government— and whose famous lion-hunts have often appeared on the screens of British cinemas. At last we arrive at the airport of Kisumu on Lake Victoria, where we find regular services of lake steamers linking up the native ports and towns around the lake shores. From Kisumu we could, if we chose, take steamer to Jinja, where a short line of railway would take us on our way to the upper Nile, which we could reach by car in the dry weather.

Farming and Industry in Kenya

Most successful farmers in Kenya operate mixed farms. Wheat, maize,

and barley are widely grown, and dairy herds can also be seen. The higher ground is used widely for the growing of pyrethrum, whose flowers yield a dust that is fatal to insects, although its importance is less now that such artificial insecticides as D.D.T. have been invented. The great danger to farming is erosion. Soil is washed away down the rivers by tropical rain, and strenuous efforts are being made to impress on farmers, both European and native, the need for keeping the fertile soil under control. As might be expected, Kenya has many industries linked with her agriculture. But there are also secondary industries such as boot and shoe, clothing and furniture, which are being developed. Gold and other minerals are mined and in general the accent is on industrial expansion.

East Africa's most widely-publicised scheme was the plan for growing groundnuts on a vast scale. Considerable progress was made but at a very high cost, and eventually the original scheme was greatly modified.



Paul Popper.

KILIMANJARO'S ICE-CLAD PEAK

In Northern Tanganyika, between Lake Victoria and the coast, stands Africa's highest mountain, Kilimanjaro. It culminates in two peaks, Kibo (19,321 feet) and Mawenzi (16,892 feet), both craters of extinct volcanoes. In this photograph, taken from an aeroplane that flew over the mountain, Kibo Peak is seen. Its lava slopes are covered to a depth of 200 feet with an ice cap.

A UGANDA FISHING PARTY



There are flourishing African owned fisheries along the north eastern shores of Lake Edward and in the long Kazingi Channel which joins that lake and Lake George. Here we see a typical fishing party paying out their nets. Do you see the line of net floats on the far side of the canoe?



(Continued)

The fishing industry illustrated on this page supports about 2,000 Africans—most of them Baganda—from the northern and north eastern shores of Lake Victoria. Before selling their catch, the fishermen put it in brine pits, and after several days lay it out to dry for about a week.

Other plans are projected for the development of the great mineral wealth of Tanganyika Territory. The centre for this development will be Mpanda, to which place a 127-mile long railway is now being built. Agricultural and resettlement schemes are now working at Mlalo in the Usambara Mountains and in Sukumaland. For though the population of Tanganyika is comparatively small, the parts of the Territory where climate and conditions are safe for people to live in are equally few with the result that there is serious danger of overcrowding. The largest

resettlement scheme is the one in Sukumaland where a new centre of Malya is being built out of the virgin bush. In Uganda four years of exploration and development at Kilembe in the Ruwenzori Mountains may result in the country becoming a big producer of cobalt and copper. Two big companies are jointly developing the mines.

Within a decade, we may see wide changes in East Africa as a result of these schemes. Hand in hand with these developments to provide the essentials of life for East Africa's peoples and the World, goes the progress of education

in East Africa which has, near Kampala in Uganda, Makerere College, its young University. Here teachers and leaders are being trained, some of whom may well find their work in the new towns and centres which East Africa's march of progress will provide.

Zanzibar

Now let us take a peep at Zanzibar and Pemba, the "islands of cloves"—for most of the world's cloves are grown there. We find Zanzibar a town of tall white, flat-topped houses, of mosques and towers, set amid the deep green of waving palms, and "the myrtle-like green of giant clove trees." We go ashore and lose ourselves in the maze of dark crooked streets, which are crowded with people of all sorts, reminding us in many ways of the thronged bazaars in Indian cities. At the clove market every Monday, all the East congregates. Men with snowy turbans folded round fine embroidered caps; bearded men hung with gold chains, and eager, fine-faced men in



Paul Popper.

A CLOSE CROP

Even in Britain a visit to the barber's for a hair-cut is rarely regarded by young boys as a pleasant amusement. This youngster, who lives in the Uluguru Mountains of Tanganyika, is undergoing the same ordeal, but instead of scissors a large kitchen knife is slowly removing his locks and giving him a close crop.

PROBLEMS IN EAST AFRICA



The problem of water supply is one that explorers have always had to face when travelling through country so distant from rivers or lakes. In East Africa the task of opening up the country and discovering its natural resources frequently entails the employment of large numbers of carriers, and in this picture taken in Uganda part of a file of water carriers is seen.



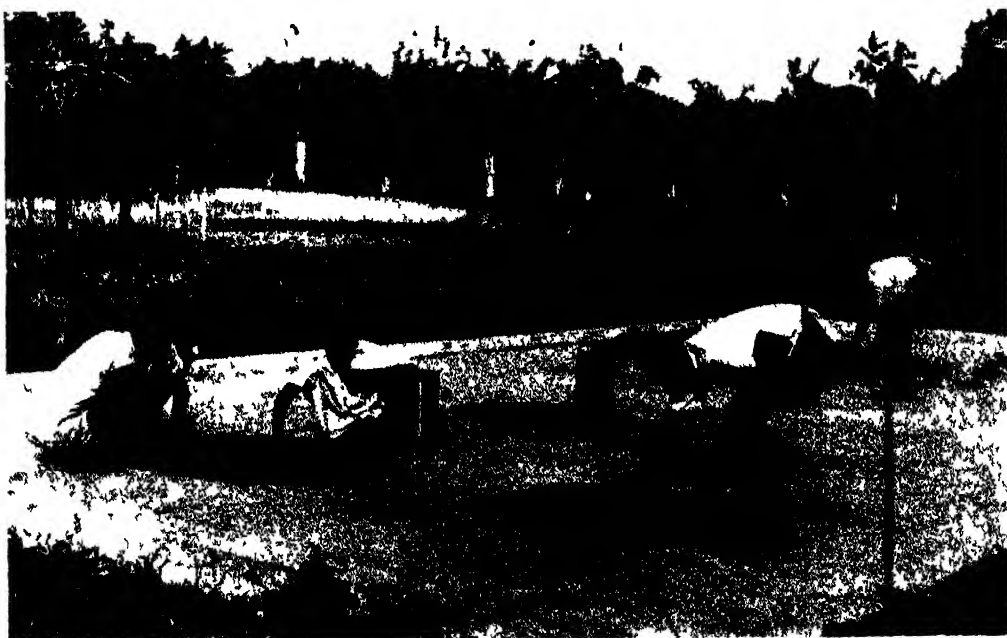
This tall grass

In this photograph another problem of equatorial lands is vividly illustrated. Native carriers are walking through a flying swarm of locusts near the borders of Kenya and Uganda. On the first occasion when locusts invaded East Africa they did £7,000,000 worth of damage to crops and thousands of cattle died after the grass had been eaten up. Determined efforts are being made to exterminate the pest.

ON THE ISLAND OF CLOVES



Most of the world's cloves come from Zanzibar and Pemba, and scientific study of the clove tree began on the former island in 1932 with the opening of the Kizimbani Experiment Station. The station now studies all the main food crops of the Protectorate. Here, for example, are young papaw trees.



Crown Copyright

Rice, maize, millet, cassava, sweet potatoes and yams are among the main food crops of Zanzibar which are studied at the Kizimbani Experiment Station. In this picture we see selected vegetable seed at the station being dried before it is issued to farmers and small growers on the island. In the background is a fine grove of raphia palms.

PEOPLE OF EAST AFRICA



One of the most advanced tribes in Uganda are the Bugandi people, who are keenly interested in European customs. Here is a close-up of the bride and her attendants at a wedding.



The fine features, characteristic expression and elaborate decoration of this Masai woman mark her out as a person of high caste. The leather thongs and earrings weigh over a pound.



Photos: Paul F. Pfeffer

At one time the Masai tribe occupied a considerable part of the plains of Kenya, Tanganyika and British East Africa. Strong and tall they are, or were, of warlike character. A warrior who has killed a male lion in single-handed combat has his own particular shield and spear and is entitled to wear a head dress made from the lion's mane. The shield decorations have their special meaning.

white robes — Arabs and Persians, Greeks, Jews and Gentiles—bid for the stacks of cloves which glut the stores, bursting from the high-piled sacks

Both Zanzibar and Pemba have a long history dating from the first century, and from the sixteenth century onwards it is largely one concerning the East Coast Arabs whose island of Zanzibar became one of the last strongholds of slavery

But Zanzibar's golden age was during the early nineteenth century when it was the great centre of East African commerce, a place of such power and importance that Arabs coined the proverb 'If you play on the flute at Zanzibar everyone as far as the Lakes dances'

Cloves from Zanzibar

It was about this time that the clove was brought to Zanzibar from either

Mauritius or Reunion, and although Zanzibar and Pemba are among the leading producers of copra along the East African coast, their major crop is cloves of which they produce some eighty per cent of the world supply. It has been estimated that there are some four million clove-bearing trees on the islands, each tree yields about six pounds of dried buds, and it is these that we find in the clove market in Zanzibar.

The language we need here is Swahili, which we found useful in speaking to the natives in Kenya, and which naturally has here been affected by Arabic, but in Zanzibar it seems possible to find people of every seafaring race, and along the water-front you can hear the tongues of many of the nations that go down to the sea in ships.

Among other advantages Zanzibar has the best water supply on the East coast of Africa and it is much in demand for shipping services.



Paul T. Ppov

A TOWNSHIP IN UGANDA

Chances are taken place in East Africa. Roads have been and still are being made through parts of the country which until comparatively recently were to a large extent unknown. Many hundreds of miles of all-weather roads have been made in the past twenty years. Here is a typical township just over the border from Kenya and in Uganda near Lake Victoria.

BRITISH WEST AFRICA



F. Dea ille W. uler

A GOLD COAST CASTLE

The Portuguese and other colonising nations built strong forts along the Gold Coast which in those distant times was a region favoured by the Slave Traders. Many of these old strongholds can be seen to day. Here for example is Christianborg Castle near Accra which is now the residence of the British Governor.

VERY different from South Africa are those colonies of the British Commonwealth in West Africa between Cape Verde and the Bight of Biafra—Nigeria and the Gold Coast facing the great Gulf of Guinea, and Sierra Leone and British Gambia facing the Atlantic where it is narrowest between Africa and South America.

In many parts of South Africa, Europeans have made their homes, but in West Africa, Europeans rule, direct business, run plantations and carry on trade, to leave the country as soon as their work is done. They do not make homes and bring up their families there, for it is not at all a white man's country. You can see that clearly if you look at any book that tells you the population of Nigeria, for instance—over 25 millions of people live there, but of these, only a few thousands are Europeans. The British West African lands, in fact, are all within fifteen degrees of the Equator,

and the climate is too hot for Europeans to live there in comfort all the year round.

Rivers and Ports

The great river of West Africa is the Niger, some of whose tributaries are many times longer than the English Thames. The story of how it was explored by Mungo Park, a young Scottish surgeon, in 1796, is told elsewhere in these volumes. Like other large African rivers, its lower courses are spoilt by falls and swift rapids, but it has several hundreds of miles of open navigation, and is still one of the chief ways of taking goods from place to place. Many other rivers come down to the Gulf of Guinea, and along them the palm oil, the groundnuts, rubber and other West African products are brought to the ports. Few of these ports, however, are really good, for the Atlantic beats all along this coast in heavy surf, so that in many cases

steamers must anchor a mile or two out, and send goods ashore or take them aboard by the surf boats manned by the sturdy black Kru men, who are the best sailors in Africa. A great new deep water harbour was, however, opened at the port of Takoradi on the Gold Coast in 1928, a little to the west of the old port of Sekondi. Another really fine deep water harbour is the French port of Dakar, under the shelter of Cape Verde. The finest natural harbour on the West African coast is Freetown, the port of Sierra Leone.

The Walled City of Kano

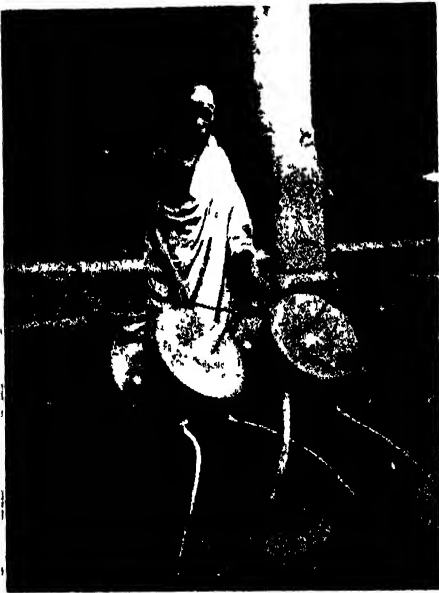
Lagos is the port for the walled city of Kano to which it is joined by a 700-mile long railway. Kano is the biggest trading centre in West Africa, famous for its cloth, dyeing, and leatherwork

for over a thousand years. To Kano come the long camel caravans of the Tuareg and other desert tribes as they have done for many centuries. For before West Africa was opened up to seaborne trade, Kano's leather goods, made from sheep and goatskins, found their outlet by camel caravan to the ports of the Barbary shore where they became famous as "Morocco leather." Twelve miles of adobe walls encircle this ancient city, within which Europeans are not allowed to live. But Kano does not linger in the past. The walled city has electric light and a modern water supply, and the hospital there is one of the best in this region.

Cocoa and the Gold Coast

Fifty years before Columbus discovered America, the Gold Coast was beginning its long history as a centre of the cruel trade in "black ivory," in slaves. Slavery was not considered inhuman in those distant times, and under the Portuguese pioneers the Slave Trade so flourished that they built strong forts along the coast to strengthen their hold on this land of "black cargoes." Later, English and Dutch adventurers, men like Sir John Hawkins, fought to win a share of this profitable business in human lives, adding their own forts and castles to those built by the Portuguese. Many of these old strongholds can be seen to-day along the Gold Coast. One of the most interesting is Elmina Castle, which is probably one of the first prefabricated buildings the world has known. It came, in numbered sections, from Portugal over five hundred years ago.

The Gold Coast got its name from the gold found in its streams, but it is much more important to-day as the land which supplies most of the cacao used in the world's cocoa and chocolate factories. The cacao, grown by Negro farmers, reaches sea by road or by river, by motor lorries and native carriers, and even in great barrels rolled for miles along the roadway



F. Deville Waller

DRUMS THAT TALK

In most parts of West Africa there is a definite language of the drums which is used for spreading the news from village to village. Africans know the language of the drums and can read the messages beaten out by the skilful drummer, whose job is very like that of the town crier of old in our own country.



A VILLAGE IN NORTHERN NIGERIA

I N 1.

This picture shows us an up-country village whose dwellings, made from mud and thatch, provide a striking contrast with the Nigeria of the future that is now emerging. Here is something that will one day be of Nigeria's past. The future lies in such wealth as the Enugu coalfield, the tin mines of the Bauchi tableland, and the Sokoto cottonfields, and in the new way of life which the West is bringing to native Africa.

by perspiring Negroes. The harbour of Takoradi is much more convenient for shipping the cacao than the old port of Accra, where surf boats and lighters must be used. At Accra, even passengers who wish to land must be swung from the deck of the liner in "mammy chairs," lowered into the surf boat that rises and falls on the big rolling swells, and taken ashore through the boiling surf by Native boatmen.

Kumasi, about 170 miles from the coast, is the chief town of Ashanti, which is a British protectorate governed from the Gold Coast, like the northern territories farther inland.

Many of the Natives, especially those in the coastal belt, have learned European ways; and, in many Native villages, the people prefer to make the roofs of their huts with corrugated iron instead of the old palm thatch which their fathers used. English is spoken by large numbers of the Natives, some of whom have visited England to be educated and trained for special work in their own land.

The Gold Coast, of course, has its own schools and colleges which have been developed in the European fashion. The finest of these is the Prince of Wales College at Achimota, which is both school and university and is to West Africa what Makerere College is to East Africa. At Achimota, five hundred native students at a time learn to combine the knowledge of Europe with the customs and traditions of their Africa in fine buildings which cost the Gold Coast Government over £500,000. From Achimota come teachers and leaders who spread what they have learned through the small towns and villages of West Africa.

Towards Self-Government

In 1943 a grant of £127,000 was made by the British Government to establish a West African Institute of Arts, Industries and Social Sciences in the neighbourhood of Achimota College. The majority of the schools in the colony have been established and managed by the churches and mission-

any societies to which our home government has made liberal grants.

All this is in accord with the policy followed by successive British governments with the idea of educating peoples, once referred to as backward races, to the stage where they can carry on their own government as members of the great family of nations, the British Commonwealth.

In the Gold Coast Colony a step nearer this goal was taken in 1951 when the first General Election for the Legislative Assembly took place. Throughout the towns and villages of the Colony trained teams were sent before the elections to explain and instruct those who were entitled to vote how an election by secret ballot is carried out. Heavy polling took place when the election was held and the members of the Gold Coast Legislative Assembly were elected on the same democratic lines as members of Parliament in Britain.

Tin and Coal Mines

British West Africa is important to the Commonwealth because it supplies the palm-oil and palm kernels from which soap, candles and even margarine are made. It grows most of the world's cacao; its forests are rich in mahogany and ebony, and the tin mines of the Bauchi tableland of Nigeria are among the richest in the British Commonwealth.

Nigeria also has important cotton-fields in Sokoto Province and coal from the Enugu coalfield comes down to Port Harcourt, in the Niger delta, for shipment to other Gold Coast ports.

Sierra Leone

When the world turned from slavery, many of the freed Negroes were settled in West Africa where they later formed the free and independent Republic of Liberia. English settlers had also taken a part in giving freed slaves a home in their native continent and, in



IN THE WALLED CITY OF KANO

I. Deville Walker

Kano in Northern Nigeria is the biggest trading centre in West Africa, famous for its cloth, dyeing and leatherwork for more than a thousand years. The city is encircled by twelve miles of adobe (clay walls) and some typical Kano architecture is seen in this picture. But Kano also has electric light, a modern water supply, and a fine hospital.



PREPARING FOR THE FIRST GENERAL ELECTION

Ke stone

For the first time in its history the Gold Coast Colony held a General Election in 1951. To instruct the people in the meaning of democratic government and the method of voting, the British authorities sent trained teams round the country. In this photograph a Native official, a member of one of the teams, is explaining to villagers just what they have to do on Election Day.

1788, had bought a piece of land for this purpose from a native King. In time, this small territory became the British colony and protectorate of Sierra Leone which has, to this day, people descended from the freed slaves among its inhabitants.

Most of the population of the colony work at palm-oil production, but its importance lies more in the great natural harbour and naval base of Freetown.

Freetown has more than seven miles of good anchorage for ships, where the water has an average depth of not less than thirty feet. With the hot sun overhead, the seas look inviting as your ship steams past low, sandy Cape Sierra Leone into the great harbour, and you might feel tempted to bathe. But there are sharks here to make you pause before trusting yourself to the green depths, although the Africans who meet the boat in frail canoes and gladly dive

for the coins you toss overboard do not seem to consider the risk.

Freetown is the home of the Fourah Bay College which at one time (before Achimota College was opened) was the only place where Africans could receive higher education. Sponsored by a religious missionary body, it trains Africans to hold responsible positions in the service of their people. The European part of the town is on the higher ground where it is healthier for those not born to this climate.

The production of palm-oil as well as the development of other industries such as rice-growing and sea-fishing are being developed in Sierra Leone under a planning scheme which has been carefully mapped out by the Legislative Council. The scheme gives priority to the construction of new roads which are badly needed.

From Freetown, a railway runs into the interior to the oil palm forests. The

main line runs some two hundred and thirty miles to Pendembu, near the frontier of Liberia; and there is a branch line from Bauya Junction to Makeni.

North of Sierra Leone is British Gambia where English traders first did business with the peoples of the West African coastlands. Bathurst, its port, is a link in the air route to Latin America. Groundnuts are the chief export.

Palm-Oil from West Africa

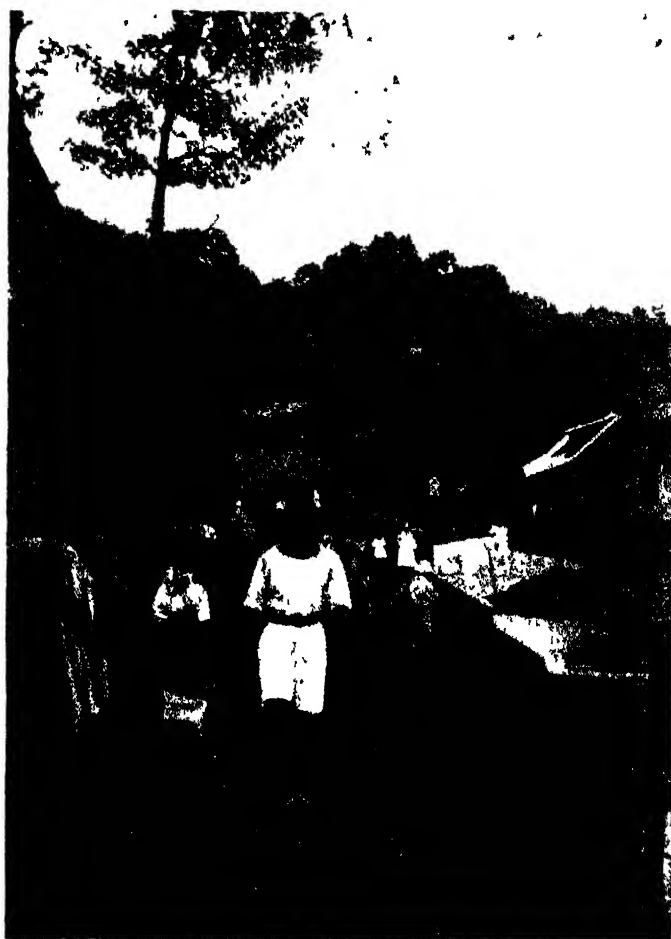
It was in West Africa that Europeans

discovered palm-oil—the valuable vegetable fat obtainable from the pulp and kernels of the fruit of the oil palm. This oil, used in the manufacture of margarine, soap, and many other things, is still an important export from Nigeria where the palms which provide it grow in the hot, wet forestlands of the south. Here the Yoruba people climb the palms and hew off the clusters of fruit which will later be pressed and crushed to yield the oil.

Another valuable contribution made by West Africa to our food supplies is its groundnut crop. Great efforts have been made to grow groundnuts in East Africa, but the result has been only partially successful. In British West Africa, in Nigeria, a large groundnut crop is grown annually.

Sandwiched between Sierra Leone* and the Ivory Coast (which is part of French West Africa and adjoins the Gold Coast) is the Independent Republic of Liberia which grew out of a settlement of freed American slaves and is an exclusively Negro State. Monrovia is the capital.

Look at the map of West Africa and you will see that other countries besides Britain and Liberia rule there. Spain has the Rio de Oro, a wide coastal stretch opposite the Canary Islands, south of which are important lands of the French Union, including Senegal, with its important seaport of Dakar, and Portuguese Guinea.



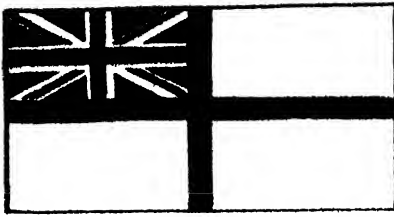
A VILLAGE MAIN STREET, SIERRA LEONE

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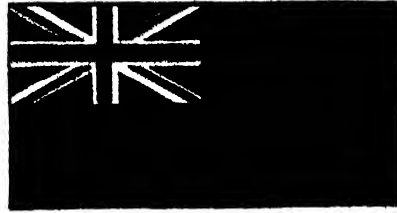
A short train journey from the port of Freetown will take you to such a village as the one shown in this picture. Here, amid vivid greenery, corrugated iron and old petrol tins now find more favour than mud and thatch when it comes to home building, though native habits remain—as witness the two women (left) who carry their loads on their heads.



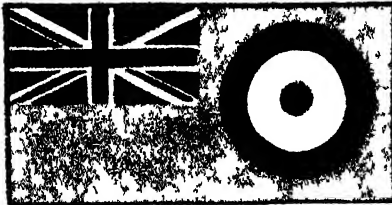
IN THE GRAND HARBOUR AT VALUTIA MAITA



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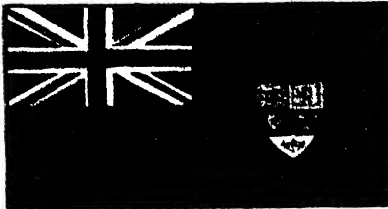
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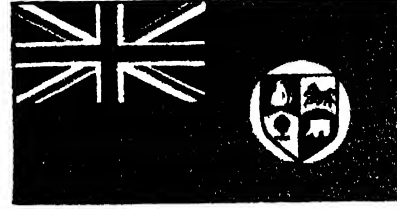
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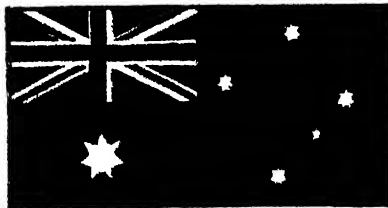
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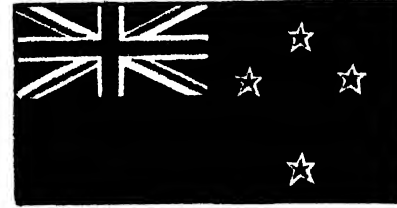
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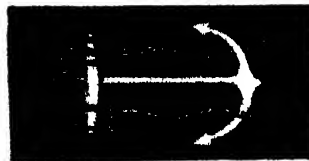
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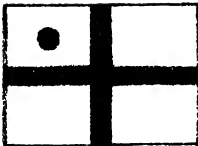
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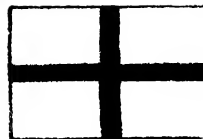
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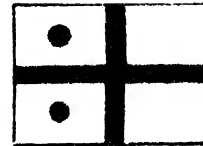
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SOME INSIGNS OF BRITAIN AND THE COMMONWEALTH

An ensign is the flag which is flown from the ship to indicate nationality or to indicate the rank of the commander of the ship. Our picture shows the White Ensign (British Navy), (1) the Ensign (Naval Reserve), (2) the Red Ensign (Merchant Navy), (3) the Union of South Africa, (4) Australia, (5) New Zealand, (6) Admiralty, (7) Vice Admiral, (8) Admiral, (9) Rear Admiral. Each country has separate ensigns for its Navy and its mercantile marine. An ensign flown upside down indicates that the ship is in distress.

BRITISH GUIANA



SWAMP INDIANS OF BRITISH GUIANA

The people native to British Guiana are Indians, many of whom live in Reservations—lands specially set apart for them by the Government. The Swamp Indians live in riverside huts and are expert at making dug-out canoes, each canoe being laboriously turned and carved from a single tree trunk.

THE only British Commonwealth territory on the mainland of South America is British Guiana, which is about the same size as Great Britain and is the *Eldorado* which beckoned adventurers to the New World in the sixteenth century.

“God of Waters”

The Guianas—British, Dutch and French—are hot, wet lands within a few degrees of the Equator, and a great deal of their surface is covered with dense tropical forest. It is only in the lowlands near the coast that white planters, employing Asiatic as well as native labour, have made their plantations of sugar-cane, rice, cacao, coffee, spices and coco-nuts. The greater part of the country still belongs to the forest, which is very difficult to penetrate, except by way of the rivers, which with their tributaries form a great network of waterways, but these

are full of falls and cataracts that hinder free use of them as highways.

The most magnificent falls in British Guiana are the Kaieteur Falls on the upper Potaro River, which is one of the tributaries of British Guiana's great river, the Essequibo. They are nearly five times as high as Niagara, and the deep voice of the roaring waters can be heard miles away. The Indians call the falls ‘God of Waters’.

While sugar-cane and other agricultural products provide the chief livelihood of the colony, British Guiana has rich mineral resources. In recent years bauxite has become second only to sugar in the colony's exports, gold and diamonds are being mined, and large deposits of manganese ore have been found between the Barima and Barama rivers.

Georgetown, the Capital

Although the Essequibo is by far

the greatest river, it is the Demerara that is most important, for at its mouth stands Georgetown, the capital of the Colony. In Georgetown you may see not only British and other European people, but also Chinese, East Indians and Negroes, as well as some of the native people of Guiana who work for the white men. Chinese, East Indians and Negroes have come to Guiana to work on the plantations, just as they went to Natal and to Kenya Colony for the same reason. Europeans, indeed, form only about 5 per cent. of the people, but the East Indians include nearly half of the total population of British Guiana.

Peoples of the Guianas

The natives of Guiana are the "Buck" Indians, coppery-brown people with lank black hair, broad, flat faces with dark, narrow eyes, and very muscular. They live in their villages up-country, according to their tribes, unless they have come to work in the lowlands for the white men, or pilot boats on the rivers, or to act as carriers in the forest lands. Large areas have

been set aside by the Government in which the native Indians may live in security; such lands are called Indian Reservations.

The Swamp Indians live a timid, squalid life in their riverside huts on the lowlands, but they are clever makers of dug-out canoes. The Arawaks are a much finer people; many speak English and dress in European clothes. They are good boatmen and expert foresters. Other tribes live in the forest depths, and are clever in the use of the blowpipe and in the making of poisoned arrows.

The most interesting time to visit British Guiana is in spring, for it is then that the East Indians have their festivals--the Pagwa, during which they anoint themselves with a purplish coloured dye, and the Tadjia, which is an occasion for general rejoicing. At Georgetown, the capital, you would see the Botanic Gardens with their wonderful palms, orchids, and lotus lilies, and be offered all sorts of interesting souvenirs of your visit--parrots, stuffed alligators, blowpipes, and colourful plumed head-dresses.



THE VERDANT SHORES OF MAHÉ IN THE SEYCHELLES

E.N.A.

Mahé is the principal island in the Seychelles group, one of Britain's Island Colonies about which you will read in the following pages. There are ninety-two islands in the group, but their total area is only about 150 square miles. Various oil crops such as eucalyptus are treated at the distillery which has been set up. The capital is Victoria on the north-east side of Mahé.

BRITAIN'S ISLAND COLONIES



HAMILTON, CAPITAL OF BERMUDA

Six hundred miles from Cape Hatteras, Bermuda has more tourists than population. Each year about 80,000 Americans travel by air to this favourite holiday place, while others make the pleasant sea voyage to Hamilton, whose waterfront is shown in this picture. Bermuda, consists of three hundred or so small islands rising far out to sea on top of an old undersea volcano.

SIX hundred miles from North Carolina's Cape Hatteras is a group of two or three hundred small islands which are known as Bermuda, or the Bermudas. It seems strange to find them so far from mainland, for the seabed here is twelve to fifteen thousand feet below the surface. But geologists have explained that the limestone and coral Bermudas sit on the top of an old undersea volcano.

The Bermudas have more tourists than they have population. Each year about 80,000 Americans fly to one or other of the fifteen or sixteen islands in the group that are inhabited to have their holidays.

The largest island of the group is Great Bermuda, also known as Long or Main Island, on which stands Hamilton, the chief town and capital. The first settlement, about 1612, was made on the island of St. George where many of the streets bear the very names that they had in the seventeenth century—Shinbone Alley, One Gun Lane, Featherbed Alley, and many others. At Bermuda's Aquarium is one of the world's finest collections of tropical fish, and here you can hire a diving helmet and explore the underwater mysteries of Harrington Sound, seeing the beautiful anemones, sponges, and sea fans, and such exotic fish as

sergeant-majors, grunts, and squirrelfish in the marvellous setting of their natural home.

The British Commonwealth has many island outposts scattered over the Seven Seas, many of them guarding important trade routes. Such an outpost is Malta, the Mediterranean island group which is one of the most famous bastions on our sea routes of Commonwealth.

The George Cross Island

There are three islands really—Comino, Gozo, and Malta, but we think at once of Malta, the fortress island commanding the sea passage of the central Mediterranean, rather than of the group. In its long history, Malta has been held by Phoenicians, Greeks, Carthaginians, Romans, Arabs, Normans, French, and the British. For many years it was a stronghold of the Knights of St. John whose fortifications can be seen to-day in Valletta, the capital of the island. Malta is not the barren and unfriendly island that it seems at first sight from the sea; it is actually one of the most intensively farmed areas in Europe. Beyond the limits of its towns you will see patches of farmland, each enclosed by a stone wall, which yield fine crops of grain, potatoes, onions, fruit and vegetables.

Malta's key position has made it an important air and naval base. Its heroic resistance to long and persistent attack during the war was acknowledged by a George Cross which was awarded to the island for its gallantry in one of the greatest of modern sieges.

Cyprus, Perim and the Seychelles

Eastwards now to the Levant, "region of the sunrise," where Cyprus lies off the main shipping routes about forty miles from the Turkish coast to the north and sixty miles from the shore of Syria. Like Malta, Cyprus has a history of varied ownership, but the Greeks who were among the earliest inhabitants predominate among Cypriot people. To Cyprus came peoples from all parts of the Levant to whom the island was a natural meeting and market-place. Famagusta, the island's chief port, was once renowned for its riches and belied the meaning of its name—"hidden in the sands." Nicosia is the capital and is connected by railway to Famagusta. Larnaca and Limassol, both in the south, are other ports. Cyprus is a peasant island of craftsmen, fishermen and farmers who fight a hard struggle to gain a living from the sea and soil.

If we continue southwards, through the Suez Canal, we reach the British island of Perim which guards the southern entrance to the Red Sea, the *Bab-el-Mandeb* or Gate of Tears as it was called by sailors of ancient times who were wrecked there.

North east of Perim is the colony and protectorate of Aden occupying a small coastal strip of south-western Arabia. Aden is an important naval and refuelling base and a warehouse for goods from Arabia, from British Somaliland, and from the British island of Socotra, which produces "dragon's blood," a gum obtained from the dragon tree. Far to the south are the ninety-two islands of the Seychelles whose chief port is on the island of Mahé. Assistance from the Colonial Development

Fund has given the Seychelles a distillery which treats eucalyptus and other oil crops.

From Mauritius to Hong Kong

Still farther south, five hundred miles east of Madagascar, is Mauritius which has been called "a land of waterfalls and rainbows." Mauritius might also be called the sugar-bowl of the Indian Ocean, for sugar is the most important product of the island. Nowadays, the people of Mauritius are not so dependent upon this one crop; they are developing new ventures of which rice-growing is the most important.

Our journey round the island colonies now takes us across the Indian Ocean, past the Cocos Islands, lonely little Christmas Island, and the Ashmore Islands, and through the maze of the East Indies to the China Sea and Hong Kong.

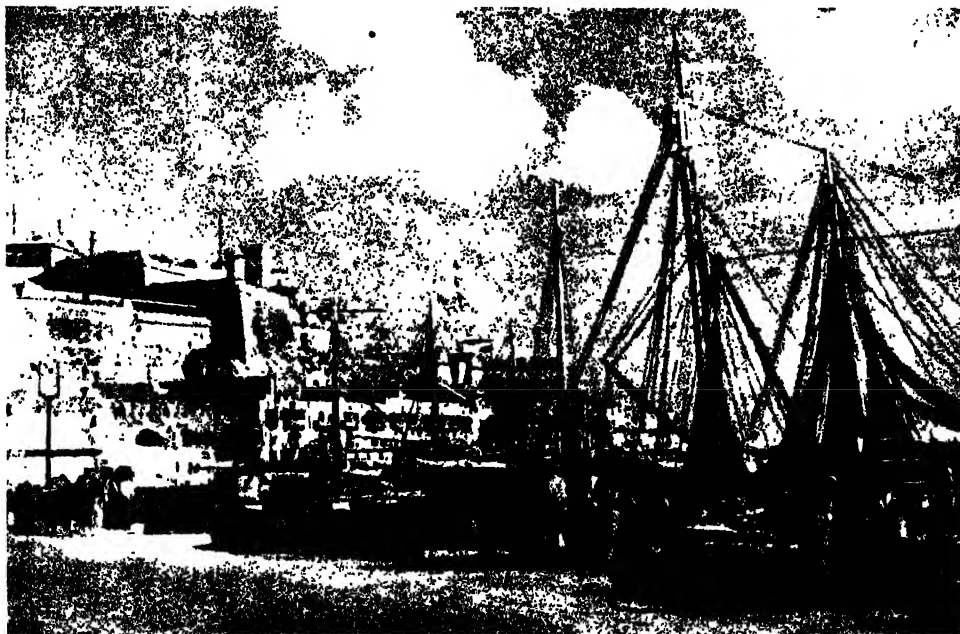
Hong Kong is a small island at the mouth of the Canton River. On the mainland opposite is a much greater territory, Kowloon, which was leased from China in 1898. Small though the colony is, it had a population of over a million before the war, nearly half of which was on the island of Hong Kong itself.

Hong Kong is a vast depot of Far Eastern trade, a clearing house for goods to China and other Far Eastern lands, and an export centre for Chinese products. Naturally enough for so great a seaport, Hong Kong's most important industry is ship-building.

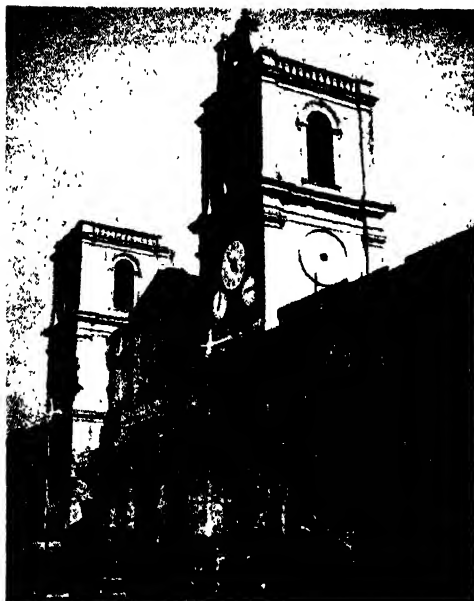
New Guinea

Far to the south-east of Hong Kong is New Guinea, the third largest island in the world. It is a thousand miles long and over four hundred miles wide. It is an island of dense, steaming forest, of lofty mountains some of which rise above 14,000 feet, and of swiftly-rushing rivers. British New Guinea consists of the Territory of Papua, with Port Moresby as its capital; and the Australian Mandated Territory of New

MALTA—THE GEORGE CROSS ISLAND



Beneath the frowning walls of ancient fortifications, dating perhaps from the times of the Knights of St. John, sailing craft unload food and wine they have brought to Valletta, Malta, from Sicily. From the sea Malta appears a barren island, but it is actually one of the most intensively farmed areas in Europe, producing grain, potatoes, fruit and vegetables.



A Grand Master of the Knights of St. John provided the money for St. John's Co-Cathedral at Valletta, Malta. Its plain design was meant to express the self-denying poverty of the Knights.



Photos, Keystone.

Builders of Valletta solved the problem of steep hillsides with streets of steps. St. John's Street (above) is typical. Its buildings are close enough to provide shade when the sun is at its height.

Guinea. Much of the interior of the island is unexplored and unmapped, but the land is fertile and there are known to be considerable mineral resources—so much so that New Guinea has been called "the Eldorado of the Pacific." Gold mining is her greatest industry and this has been developed by wide use of air transport. At one time native portage was the only means of getting supplies and machinery to the mines and only the largest, such as *Bulolo* and *Edie*, could take the risks and pay the cost of native labour. To-day men, stores, and even heavy machinery are carried by freight planes. Even before the war New Guinea had over forty airfields and landing grounds.

Among the Pacific Islands

East of New Guinea are Britain's island colonies of the Pacific, small groups sprinkled across the blue waters

as though from a pepper pot—the Gilbert and Ellice Islands, the Solomon Islands, the New Hebrides, the Tonga group or Friendly Islands which form the last surviving independent kingdom of the Pacific, and the Fiji Islands. Some, like the Solomons, are of volcanic origin, mountainous and thickly forested; others, like the Gilbert and Ellice, are flat coral belts girdling lagoons; some, like Fiji, are fertile; others are barren. And everywhere we see the coco-nut palm which could almost be described as the trademark of the south Pacific.

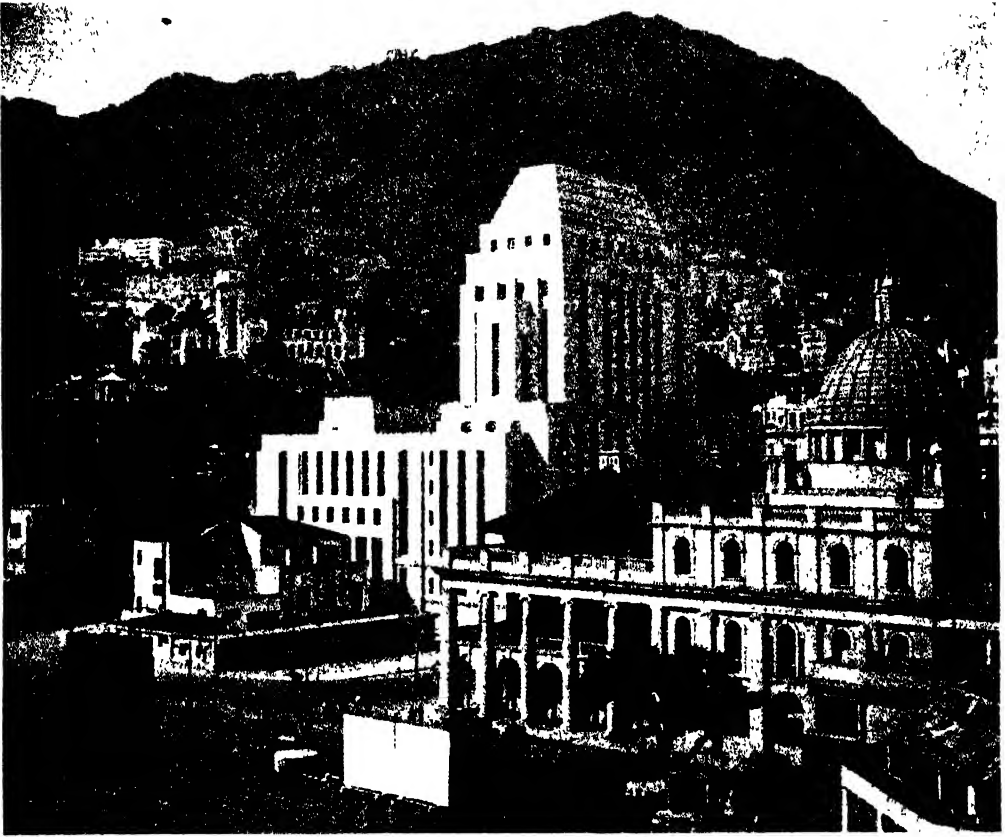
These islands are the home of three distinct peoples—the dark-skinned, fuzzy-haired Melanesians such as we find in Fiji, the Solomons, and the New Hebrides; the light-skinned Polynesians who live in Tonga and the central and east Pacific and who are among the most artistic of native peoples; and the Micronesians such as



Keystone.

A VILLAGE IN CYPRUS

This is a typical mountain village in Cyprus, rising in tiers up a steep hillside. In many of the houses a bedroom and kitchen will often be the home of a family of ten or more, and in some houses the family dwelling-room will be shared by the animals. Bigger and better houses are now gradually replacing the older ones, but it will be some time before such living conditions are a thing of the past.



HONG KONG'S MOST PROMINENT BUILDING

Hedda M. Morrison.

This striking building houses the Hong Kong and Shanghai Bank offices and is the most conspicuous building in Hong Kong. The smaller building (right foreground) contains the Courts of Justice.

are found in the Gilbert and Ellice Islands. Besides copra, their island homes yield sugar, vegetables, and fruit, and from the shore waters, pearls and pearl shell. In some islands—Ocean Island in the Gilbert and Ellice, and Nauru—there are large deposits of phosphate rock.

The two hundred and fifty islands of the Fiji group are the most important. Their capital is Suva on the island of Viti Levu. Here we can see not only the modern buildings of a growing colonial capital, but along the water-front, the dugout canoes of native fishermen filled perhaps with an unusual harvest of the sea—small octopuses and great green sea crabs.

The Fiji Islands are a thriving centre of the sugar industry which relies on

Indian workers brought from their native land towards the end of the last century: but copra, bananas and pine-apples, and a small quantity of gold are also exported.

"Bounty" Island

Many miles to the east lies little Pitcairn island which owes its fame, and its existence as a British colony, to the mutiny on His Majesty's Ship *Bounty* in April, 1789. Commanded by Lieutenant Bligh, the *Bounty* was bound from Tahiti to the West Indies with a cargo of young bread-fruit trees. Led by Fletcher Christian, the crew mutinied and eight of the mutineers, including their leader, sailed with a number of Polynesian natives to little Pitcairn where they burned the

FIJI AND THE SOLOMONS



The coco-nut palm might almost be described as the trademark of the Pacific. From copra, the dried kernel of the nut, the valuable coco-nut oil is obtained. Here we see Solomon-Islanders removing the tough and fibrous outer husk by using a sharp pointed stake



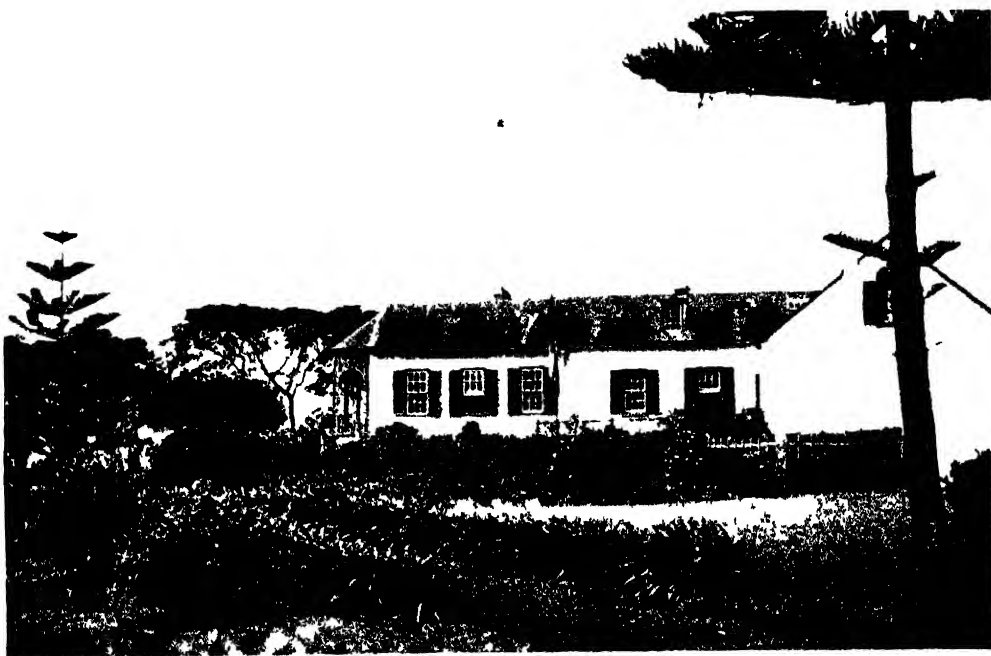
Photos - I. N. A.

Fiji Islanders spread tribal news by dancing the "Mekke". Music is provided by hand clapping and beating a shaped log with hard sticks, while arms, legs and bodies move in time with the rhythm. The news is given in song and stressed in appropriate places by vigorous posturing by the dancers, who nevertheless remain seated for their "dance".

ASCENSION ISLAND AND ST. HELENA



During the war a refuelling base was needed on the air route from Natal, Brazil, to West Africa. American engineers made such a base of Ascension Island, cutting the top off a mountain hump to make the landing ground, moving nearly four hundred thousand cubic yards of ash and rock in the process. This picture shows the headquarters of the Telegraph Company at Georgetown.



Udys 184

After the Battle of Waterloo the French Emperor was exiled to lonely St. Helena. Longwood House, where he died in 1821, with its grounds, was given to the French by Queen Victoria, and to day the tricolor flies over the scene of Napoleon's last years. Jamestown is the only town on St. Helena, whose chief industry is the growing of New Zealand flax.

Bounty and made their home. From this curious beginning sprang the present colony which has a population of just over a hundred and twenty persons.

Islands of the Atlantic

Continuing eastwards and rounding Cape Horn, we come to the Falkland Islands lying in the belt of the "Westerlies." West Falkland and East Falkland are the two main islands whose capital is Port Stanley. Sheep-farming is the main industry, but whaling and seal-hunting are also important.

Half way between South America and the Cape of Good Hope is Tristan da Cunha whose original inhabitants were soldiers and sailors from the garrison of the island of St. Helena. St. Helena itself is, like Tristan da Cunha, volcanic in origin, and is famous as the island of Napoleon's exile.

Napoleon in Exile

After his defeat at the Battle of Waterloo (1815), the French Emperor surrendered himself, throwing himself, as he put it in his letter to the Prince Regent, "upon the hospitality of the British people." That hospitality was accorded him on the island of St.

Helena where Longwood, the lieutenant-governor's country house, was Napoleon's home for the five years and seven months of his exile. In 1821, the Emperor died, but it was not until nineteen years later that his remains were borne to France and re-interred in the chapel of the Hôtel des Invalides. Longwood House itself was presented to the French by Queen Victoria, and to-day the tricolor flies above its roofs. So, for a brief spell, did this small Atlantic colony play an important part in world history.

St. Helena was important in those days of sail when the former French Emperor spent his last years at the house called Longwood; over a thousand ships used to visit the island in a year.

Ascension Island is seven hundred miles north-west of St. Helena. During the war a refuelling base was needed on the air route from Natal, Brazil, to West Africa; Ascension Island provided that base. Skilled American engineers shifted nearly four hundred thousand cubic yards of ash and rock from a mountain hump on the island to make the landing-ground that was so urgently required. War had led man to build an air field "upon a volcano."



A ROYAL OCCASION IN THE FRIENDLY ISLANDS

Fox Photos

The Tonga group, or Friendly Islands, form the last surviving independent kingdom of the Pacific Islands. The kingdom is ruled, under British protection, by Queen Salote Tubou who is here seen reviewing her warriors. Queen Salote visited Britain for the Coronation in 1953.

THE BRITISH WEST INDIES



MAHEAN BAY, TRINIDAD

Paul Pepper

Trinidad has beautiful coastal scenery as you can see from this picture of palm fringed Mahean Bay where the brilliant green foliage seems to descend to the very brink of the deep blue sea. The island has very rich soil which yields fine crops of cane sugar, cacao, coco nuts and all kinds of tropical fruits.

It is strange how names "stick," even though they are quite wrong. When Christopher Columbus, one fine day in October, 1492, sighted the island of San Salvador (now called Watling Island, one of the Bahamas), he believed he had reached the Indies off south-eastern Asia, and the name West Indies soon came to be applied not only to the islands, but to the mainland of America. The islands were not the "Indies," nor were the natives whom Columbus found there "Indians," but both names persist.

The West Indies fall into three great groups: (1) the Greater Antilles, consisting of the large islands of Cuba, Hispaniola, Jamaica and Puerto Rico; (2) the Lesser Antilles, which include the long festoon of volcanic or coral islands stretching away from Puerto Rico to the mainland of South America,

and (3) the low coral islands of the Bahamas to the north of Cuba. Practically all of these were first discovered by Columbus on one or other of the four great voyages between 1492 and 1502.

Peoples of the Indies

The Spaniards almost crushed out of existence most of the native peoples of these lovely islands, setting them to work in the mines of Hispaniola. Then they followed the example of the Portuguese and brought in large numbers of Negro slaves from West Africa—a foul trade in which English seamen took a leading part, although in after years England redeemed herself by leading the movement to abolish slavery.

Most of the people of the West Indies to-day are the Negro descendants

of freed slaves. They are wonderful gardeners and excellent plantation workers. At one time large numbers of East Indians and many Chinese people went to work in the islands, and there are still a great many of their descendants there to this day. You will find innumerable East Indians in Trinidad, Jamaica and St. Lucia, for example.

Volcanic Outbursts

The British West Indies consist of the Bahamas, Jamaica, Barbados,

Trinidad and Tobago, the Leeward Islands and the Windward Islands. The Bahamas and Barbados are low coral islands with no great depth of soil; nearly all the rest are volcanic, and are really the upstanding portions of great sunken mountain chains. The terrible forces that cause sudden and appalling changes in the earth's crust are still active there from time to time. Kingston, the capital of Jamaica, was overwhelmed by an earthquake in 1907, when 1,500 lives were

lost and property destroyed to the value of nearly two million pounds. In 1902 the great volcano of the Soufrière on the island of St. Vincent burst into sudden violence, destroying farms and homes and killing 1,300 of the inhabitants; and, at the same time, an even more frightful volcanic eruption of Mount Pelée took place on the neighbouring French island of Martinique, where the loss of life was still more appalling.

The large island of Trinidad, very near the South American mainland, has a remarkable "pitch lake," which makes one feel as one looks at it as if he were witnessing part of the earth's crust in process of manufacture.

Sugar and Rum

The West Indies were once the



ROARING RIVER FALLS

Sixty miles or so from Kingston are the Roaring River Falls, claimed to be the most magnificent and picturesque waterfall in the West Indies. Jamaica has many waterfalls and streams and is sometimes called 'The Island of Springs.' Kingston, with its population of over 120,000, is the largest town in the British West Indies.

headquarters of ruthless buccaniers but to-day their chief business is sugar-planting and the production of sugar and rum. Banana-growing is very important, too, and so is the cultivation of oranges, spices, coffee, cotton, tobacco, and other tropical products. Most of the really important things grown in the West Indies are got from plants which are not native to the islands, but which have been imported from time to time. The Spaniards introduced the sugar-cane in the sixteenth century, and the cacao tree, too. Coffee, cinnamon, nutmegs, bananas, oranges and ginger were all brought into the islands from other lands.

No one who has ever been to the West Indies forgets to tell his friends about the magnificent palms which flourish in many of the islands. The great Royal Palm grows to a height of 100 feet and an avenue of royal palms is a sight to be ever afterwards remembered.

Jamaica

Jamaica is the largest and the richest of all the British West Indies, and gets its name from the native *Xaymaca* meaning "island of fountains." It is about twice the size of Lancashire, and lies south of Cuba, almost on the direct route from Europe and the United



FISHING CRAFT AT BRIDGETOWN, BARBADOS

Barbados is noted for its sugar and its rum, but cotton is also grown on nearly all the large estates. The harbour of Bridgetown, the capital is known as the Carenage, and here you will find fishing craft of the kind shown in the picture. Larger vessels lie off the port and load and discharge passengers and cargo by launch and lighter.

States to the Panama Canal. Its divisions bear names that are familiar to Britishers—Middlesex, Surrey and Cornwall. The beautiful Blue Mountains rise inland to twice the height of Snowdon, and it is on their slopes, between three and four thousand feet above the tropical sea, that splendid coffee is grown, known all the world over for its exquisite flavour.

Jamaica grows pimento ("allspice"), sugar and tobacco, bananas and oranges, grape fruit and limes, coco-nuts, and even tea. From its tropical forests

are got ebony and dyewoods. Many factories are established on the island—tobacco and cigar factories and others where banana "figs" and banana flour are made. The new Monymusk sugar factory at Vere will be the largest of its kind in the British Commonwealth when completed.

Kingston, the capital, has fine wide streets laid out on the chess-board plan. King Street is its main thoroughfare. Kingston Harbour is one of the finest natural harbours in the world.

Trinidad has rich volcanic soil in which enormous quantities of sugar-cane are grown. Cacao is at its best here. Coco-nuts and all kinds of tropical fruits flourish. The capital is Port of Spain on the flat plain at the foot of the Santa Anna Mountains. It is very up to date with its electric light, electric cars and good telephone services. As a result of the American use of Port of Spain as a base during the war, the harbour and dock equipment have been vastly improved, and can now accommodate the largest ships.

Trinidad is probably the most prosperous of the West Indies. Trinidad is the greatest producer of mineral oil in the colonial parts of the British Commonwealth, and her sugar factory, the Usine Sainte Madeleine, is one of the largest in the world. At Trinidad, too, are the Imperial College of Tropical Agriculture and the Central Research Station of the Cotton Growing Corporation to which come students from all parts of the Commonwealth.

Trinidad and the West Indies generally are world-famous for their *calypso* singers who are surely the spiritual descendants of the minstrels and troubadours of history. They compose songs, both words and music, dealing with current events in the islands and in the world. *Calypso* singers often give themselves curious and high-sounding names such as "Attila the Hun" and "the Lord Redeemer," and the usual rule seems to be that the more fantastic and spectacular names are

chosen by those with the loudest and most penetrating voices.

Twenty-seven miles to the north-east of Trinidad is the island of *Tobago* which is administered from Trinidad. Tobago is a fertile farming island, although much of its area is covered by thick forests.

Tobago is the original of the island described by Defoe in "Robinson Crusoe," although Alexander Selkirk, the original of the hero, was not marooned in Tobago, but thousands of miles away in another ocean on the island of Juan Fernandez.

Barbados

Barbados is the outermost of the West Indies, and the nearest to Europe. It is about as big as the Isle of Wight. Bridgetown is its capital; its inner harbour is usually crowded with island schooners which have brought vegetables, and other things from the neighbouring islands. Along the waterfront is the busy market where coloured folk bargain and chatter joyously in the sunshine.

Sugar laid the foundation of Barbados' fortunes. Here sugar plantations cover large parts of the island, and among the dark green of the growing canes you can still see the old windmills that provide power for the former type of crushing-mills, although large and up-to-date crushing-plants are now the rule. Some cotton is grown, and on the cotton plantations at picking-time you witness much the same scenes as those which are common on the cotton-fields of the southern States of North America.

The Bahamas

The archipelago of coral islands which is called the Bahamas is the northernmost of the British West Indies. Nassau, on the island of New Providence, is the capital and is a favourite winter resort for American and Canadian sunseekers. The chief industry is sponge-fishing and the



THE SPONGE FLEET IN HARBOUR

, Pict.

The chief industry of the Bahamas is sponge fishing and here at a Nassau quayside we see some of the trim vessels of the sponge fleet. The boats usually stay out some weeks, and the crew sometimes take a dog or a pig with them—as company, and to eat up the scraps. Very large sponges are rare, but sponges 6 feet in circumference and capable of absorbing 16 gallons of water have occasionally been found.

Bahamas have the largest sponge-market in the world.

Among the other islands of the British West Indies are the *Leeward Islands*, mountainous and many years ago volcanic; and the *Windward Islands* where traces of former French colonisation are found in the French patois spoken by the peasants, and where there is some of the most beautiful scenery in the West Indies.

In recent years the British West Indies have received large money grants from the Motherland to help restore their trade and prosperity. These were given mainly as a result of the Moyne Report of 1938 and the Stockdale Report of 1943. For beautiful though the West Indies are, they are faced

with serious problems of poverty and employment, of food, health and education.

British Honduras

This is perhaps the most convenient place for mentioning *British Honduras*, the only part of the British Empire in Central America. Mexico lies to the north of it, and the republic of Guatemala to the west and south. Its coast-lands are low, marshy, and fever-smitten; but inland the ground rises rapidly into mountains clad in dense tropical forest where mahogany, logwood and cedar are cut for export—difficult and risky work carried out chiefly by Negro woodcutters. The heavy logs are hauled to the nearest

stream by bullock teams, and floated down to the sea when the heavy rains set in.

Belize is the capital on a river of the same name. On the lowlands there are plantations of cacao, bananas and oranges, the higher and more open country has good pasture for cattle.

In the Steps of the Buccaneers

The mangrove cays, or coastal reefs, which guard the seaward approach to Belize were once the haunt of a Scottish pirate named Wallace or Willis, and some say that it was a corruption of his name which produced the name Belice by which the Spaniards called the colony and which remains with us as the name of the capital

city. But it is more easy to believe the evidence of an old map which shows 'Bullys River', the 'bullys' were bullet or bullywood trees. This seems to be much nearer 'belice' than the name of the obscure Scottish buccancer.

But the history of British Honduras extends far into the remote past, along with that of many other parts of Central America. In the south of the colony are the foliage-hidden ruins of a Mayan city, and in the central district are ruins dating from the period 3000 B.C. to A.D. 1700.

Natural beauty is to be found in the Roaring Creek falls and the remarkable caves along the course of the Manatee river.



For Photos

BLEACHING AND CURING

Sponge fishing is popular work because the Bahama natives have an instinctive love of the sea. The sponges have to be prepared for market after they have been brought home by the sponge fishers, and here we see sponges being put out in the sun for bleaching and curing. The Bahamas sponge-market is the largest in the world.

MALAYA: LAND OF RUBBER AND TIN



SAMPANS AT SINGAPORE

H. Armstrong Holerts

The curious craft moored along this stretch of the Singapore waterfront are sampans. Singapore city, on the island of Singapore at the southern tip of the Malay Peninsula, is the export and import centre for the peninsula and south-east Asia. From its busy docks and warehouses are shipped tin and rubber from Malaya, teak from Siam, cloth from India and China, and oil from Sumatra and Borneo.

THE Malay Peninsula stretches its long body southwards from Siam. Its neck is Thailand, but the rest of the peninsula is Malaya where British interests prevail and which, before the war, consisted of (1) the Straits Settlements, governed by a British governor, (2) the Federated Malay States, which were under British protection; and (3) the Unfederated Malay States, which were ruled by native sultans or princes who had British advisers at their courts. These all now form part of the Federation of Malaya which came into being on February 1st, 1948. The Federation has a British High Commissioner and a Constitution protecting native Rulers and the Malay people.

The whole peninsula is practically one vast tropical forest, which rolls in great waves across the country covering

the mountain ranges in an ocean of green. It is true that here and there men have built villages, towns and even cities, and in some places they have stripped away patches of forest to get at the rich tin deposits, or grow their plantations of rubber and spices, but these clearings are only the tiniest of spots in that great ocean of forest which stretches from sea to sea on either side.

The railways and the roads are bordered by dense forest, mines, towns, plantations and villages are hemmed in by it as by a wall. The native villages, usually by the side of a river, consist of a row of neat brown houses on stilts, overshadowed by fruit trees. Behind them are the wet paddy fields, in front is the river. But beyond the cultivated land and the village, "the dark heavy line of

the forest uprears itself around and above it like the walls of a prison."

The People of Malaya

Who are the people of this forest land of Malaya? The chief are the Malays—lithe and well-built brown people with shining black hair, who live in the villages by the water-side, and grow rice and fruit. Those who live near the sea are expert sailors and fishermen; those inland are clever hunters as well as farmers. The Malays are mostly Mohammedans; they are very polite and very particular, very cheerful but very quick tempered, brave fighters and firm friends. You will find Malays all over the south-eastern shorelands of Asia from Ceylon to the East Indies. They are not, as a rule, too fond of hard work; the work in the rich tin-fields in Malaya is mainly done by Chinese coolies, and the labour on the rubber and coco-nut plantations is provided chiefly by Tamil people from India. The Malay

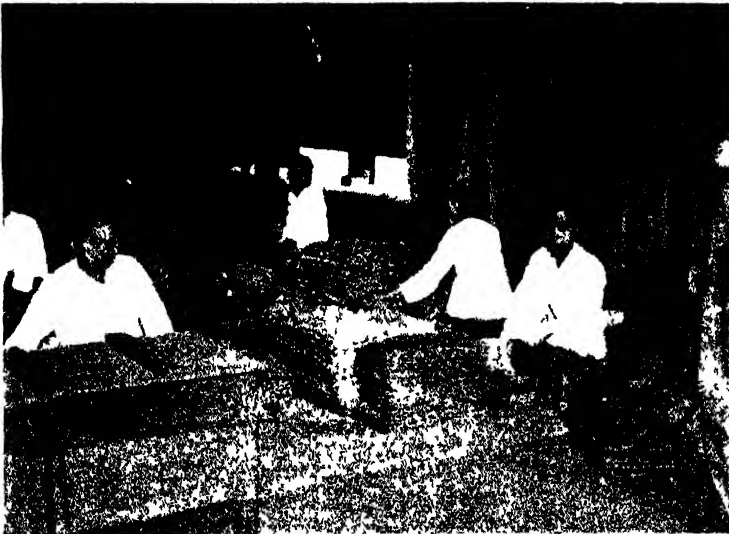
hates to work for a master; he leaves that to what he calls inferior folk.

In the forest country, where civilisation has not yet reached, live the Sakai, who are great hunters and clever trackers of wild animals, using their blow-guns and poisoned darts with deadly accuracy. Some of the Sakai grow a little millet and rice and fruits on land cleared by burning; when this is exhausted they clear a new patch. Like the Veddahs of Ceylon and the Todas of Southern India, the Sakai are animists who believe their world to be filled with spirits—mostly evil, and therefore to be pleased by strange offerings in lonely places. When the white man wants to build a new railway or cut a new road through the living forest, he generally employs bands of these Sakai to clear away the dense tangle of vegetation as only these little brown people can.

Wilder and shyer even than the Sakai are the small, black, short and woolly-haired Negrito people of the remotest forests, who grow nothing, but live entirely by hunting, or by grubbing up roots, finding wild honey and fruits, and rooting out tortoises and burrowing animals from their secret haunts.

Kuala Lumpur is the "rubber city" of Malaya; its fortunes are founded on the rubber plantations, just as those of Johannesburg are on gold, and those of Kimberley on diamonds.

Its port is Port Swettenham on the Straits, and rubber



Malayan Information Agency.

DRYING AND PACKING RUBBER

The rubber tree was brought to Malaya from Central America, flourished and gave rise to a great industry on which the fortunes of such towns as Kuala Lumpur were founded. When the trees have been tapped, the juice is taken to the factory, strained, and then mixed with a little water and some formic acid. The set rubber is squeezed by rollers, dried on racks, then sent to the smoke house to be finished and packed.



KUCHING AND THE MATANG HILLS, SARAWAK

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Once the kingdom of the White Rajahs, Sarawak has been a British colony since 1946. This picture shows us the waterfront at Kuching, with the Matang Hills in the background. Near Kuching there are gold and mercury mines, but oil from such places as Miri and Seria is more important.

and tin exporting is the chief business there.

Kuala Lumpur is the chief city of Selangor and the capital of Malaya; it has fine broad streets and many beautiful roads. Roads and railways connect it with the many rubber plantations and with the tin-fields. Its population is at least 136,000.

Ipoh, Tin Mine City of Malaya

Malaya supplies about half the world output of tin. Her richest mines are in the Kinta valley, east of the Kledang Mountains, and there are other important mines in the nearby Perak valley. In both valleys, they mine for alluvial tin: that is to say, tin ore which is mixed with alluvium, a silt brought down by the rivers. Heavy machinery is needed for this kind of mining, and power for this machinery is provided by harnessing the swift floods of such rivers as the Perak whose Chenderoh Dam supplies power to the mines of the Larut and Kinta valleys.

The great modern centre of the mining industry is the town of Ipoh which, as you can tell from its rectangular blocks of buildings and straight streets, is one of the newest of Malayan towns. Ipoh is the home of the miners of the Kinta valley and of many Chinese and Indians whose temples and mosques are among the buildings of the town.

Tin is also obtained in Malaya by lode mining, and the lode mine at Pahang is one of the most productive tin ore mines in the world.

Singapore

At the southern tip of the Malayan peninsula lies the island of Singapore linked to the mainland by a granite causeway bearing railway and road. Singapore city, with its great docks and warehouses, is the export and import centre for the peninsula and for south-east Asia, and is a heritage the Commonwealth has received from Sir Stanford Raffles, who first occupied Singapore on behalf of the East

India Company. From Singapore are shipped the tin and rubber of Malaya, teak from Siam, cloth from India and China, oil from Sumatra and Borneo, and goods and supplies to south-east Asia from all parts of the world. Malaya has other large ports, Malacca, Penang and Port Swettenham, but none can vie with Singapore in her unique position as the clearing house for the seaborne trade of south-east Asia. Singapore was occupied by the Japanese 1942—1945 when they surrendered.

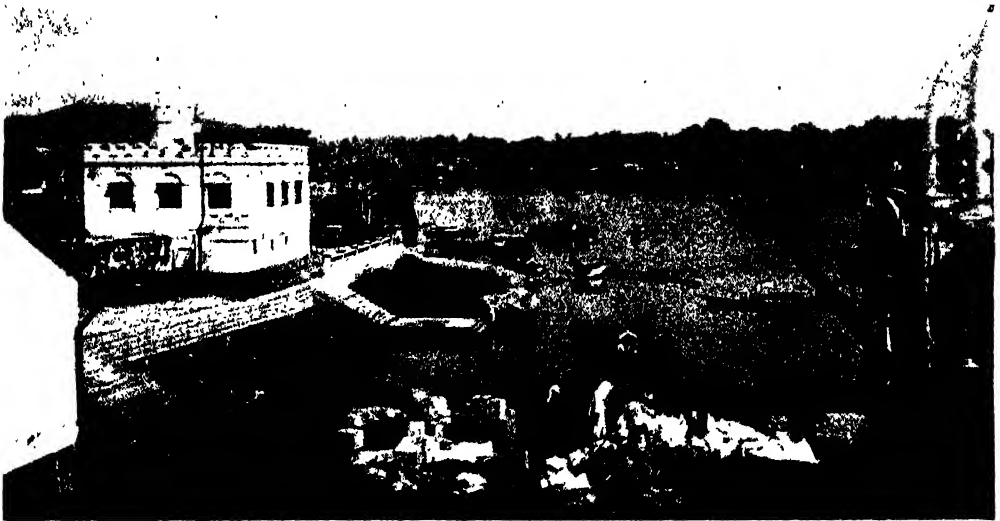
When the old Straits Settlements colony disappeared in 1946, Singapore became a separate colony with its own governor and elected council. It was not incorporated in the Malayan Union which preceded the present Federation, nor does it constitute a part of the latter. Cocos or Keeling Islands, and Christmas Island in the Indian Ocean were transferred to Australia in 1951.

North Borneo, Brunei and Sarawak

Some four hundred miles east of Singapore is the north-western tip of the island of Borneo where dwell the fierce Dyak head hunters

whose longhouses are now decorated with grim trophies of fighting against the Japanese. British interests in Borneo are centred in (1) British North Borneo; (2) a second Protectorate of Brunei which still has a native sultan; (3) the former independent State of Sarawak, once the kingdom of the White Rajahs whose ancestor, James Brooke, received this territory as a gift from the Sultan of Brunei over a hundred years ago. In 1946, Sarawak was ceded to the British Crown and is now a colony.

The land over which these three territories spread is mostly dense jungle with areas of cultivation only at a few places along the coast. Rivers like the Batang Rajang are the highways of the forests in whose depths lurk the red-haired orang-utans. The chief centres of the North Borneo oil industry are at Miri and Seria, at the mouth of the small Batang Baram river, whence oil is shipped in tankers to Singapore. Of less importance are the gold and mercury mines near Kuching, and the coal mines on the island of Labuan whose Victoria Harbour is a fine port.

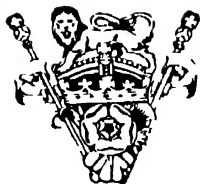


UNLOADING CARGO AT KUCHING

E.N.A.

Here is another view of the river port of Kuching which is also the chief town of Sarawak, and stands about twenty-three miles from the mouth of the Sarawak river. Most of North Borneo, Brunei and Sarawak is dense jungle with towns and cultivation only at a few places along the coast.

Places of Historic
Interest and
Natural Beauty
Preserved for the Nation



Concerning the
Work carried
out by
The National Trust



ACROSS THE CHESHIRE PLAINS

Top in P.

One of Cheshire's famous landmarks, Alderley Edge, has been purchased by the County Council and vested in the National Trust. From the Edge wonderful views on every side can be seen and our photograph shows the scene looking across the broad Cheshire plain towards the high moors of Derbyshire.

THESE ARE OUR HERITAGE

ENGLAND is a small country but rich in buildings of historic interest and in the possession of some of the most beautiful landscape and coastal scenery in the world. We have no great lakes such as those of North America, but the English Lake District is famed throughout the world for its varied charms and poetic associations.

This small country is also a great industrial land and there have been many times when the coal-mines, factories and workshops have meant the destruction of pleasant countryside or when some building with an historic past has fallen into decay or been demolished to make way for modern manufacturing establishments.

During the latter half of the nine-

teenth century, when the industrialisation of Britain was most marked, a great deal of destruction was inevitable. Particularly in the North and in the Midlands, as well as in Wales and elsewhere, the pleasant centuries-old villages vanished and ugly factory towns rapidly took their place; the green valleys were buried beneath ever-growing slag-heaps, and the great houses and pleasant gardens which had for a time played their part in history were swept away to make way for steel works and foundries.

Sentimental people might regret the passing of the old landmarks and beauty spots they had learned to love, but sentiment could not stand in the way of progress. In 1895, however,

three public-spirited people, Miss Octavia Hill, Sir Robert Hunter and Canon Rawnsley, decided to do something about it. They had no desire to stop the building of factories or to halt the wheels of progress, but they felt there was need for discretion and that certain places should be preserved for the benefit and enjoyment of all. The outcome was the foundation of the National Trust for Places of Historic Interest or Natural Beauty.

The first practical step was to acquire a small property, Dinas Oleu, at Barmouth, North Wales, to save it from destruction. It was a beginning, and to-day the National Trust is so well

known that it is often regarded as a Government body. Actually it is a non-profit-making organisation devoted to the preservation of lands and buildings for the benefit of the people. Its income is derived entirely from membership subscriptions and from private gifts and bequests.

In rather more than half-a-century the National Trust has become the owner of about 120,000 acres, including over 1,000 properties, and in addition has control of another 50,000 acres by covenant with the owners. In the case of some of the great houses and places of historic interest a small charge is made for admission, and

this money is, of course, devoted to the upkeep of the property.

To ramblers and holiday-makers the places of natural beauty which have been preserved for their use and pleasure may perhaps make an even greater appeal than some of the "stately homes of England" which have become famed in history and fiction. But the majority of these houses which have now been preserved for the nation belong very definitely to England's historic heritage.

There is that famous estate, Charlecote Park, four miles from Stratford-on-Avon. This has been the ancestral home of the Lucy family since the twelfth century, and even the rough oak palings which almost completely border the 200-acre Park are said to date from Elizabethan times. The records of the first house go back



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LITTLE MORETON HALL

Here is a gable end of Little Moreton Hall, near Congleton, Cheshire. The Hall is irregular in shape, covering about an acre, and surrounded by a moat. It was built about 1540, and some of its early furniture, including the spice drawers, cabinets, and old pewter plates is still preserved.



CLIVEDEN REACH ON THE THAMES

Topical Press

Cliveden in Buckinghamshire was the home of Lord and Lady Astor, who handed it to the National Trust. The gift included an endowment for the upkeep of the house, which can be seen on the hill to the left, and the famous woods with their mile-long frontage on the Thames.

to 1189, but the old building was pulled down in 1558 and the present Charlecote House was built by Sir Thomas Lucy.

When Shakespeare was Young

In his time Sir Thomas was a great man and entertained his Queen, Elizabeth, at Charlecote when she was on her way to see the Earl of Leicester at Kenilworth. It was this Sir Thomas Lucy whose keepers captured a party of bright lads of the village in the act of poaching. They had shot a deer in the Park at night and were caught red-handed. Next morning in the Great Hall at Charlecote the poachers were lined up before Sir Thomas, a Justice of the Peace and a stern enemy of poachers. Their guilt was proved and swift punishment was duly meted out to the wrong-doers.

One of the poachers, a lad of nineteen, was a certain William Shakespeare, destined to achieve a far greater fame than the knight who sat in judgment upon him that morning. There was more trouble later on between the two and Will Shakespeare, then a young married man, ran away from his native town and eventually reached London. In the fulness of time he had his revenge on Sir Thomas, caricaturing him as Mr. Justice Shallow in *The Merry Wives of Windsor* and in *Henry IV* and even making fun of his coat-of-arms.

Among the records at Charlecote is a 1632 folio of Shakespeare's plays. There is, too, an autographed letter from Oliver Cromwell and other valuable documents. Charlecote was handed to the National Trust in 1946 by the descendants of Sir Thomas Lucy. In

SHAKESPEARE AND THE BLACK PRINCE



The Times

The history of Charlecote, 4 miles from Stratford on Avon, goes back to 1159, but the house shown above was built around 1560 by Sir Thomas Lucy. It was owing to trouble with Sir Thomas over a poaching affair that Shakespeare left Stratford, but returned in later years.



Topical Press

The lands on which Lymington Hall, near Stockport, Cheshire, has stood for centuries past were given as a reward for gallantry in the French wars to Sir Thomas D'Angers by the Black Prince. His descendants have lived there until quite recently, but the house and grounds are now held by the National Trust and used for the public benefit.

WHERE KINGS HAVE WALKED



One of the stately homes of England which has now passed into the care of the National Trust is Poleston Place near Bookham in Surrey. It was here that King George VI and Queen Elizabeth, then Duke and Duchess of York, spent their honeymoon in 1923.



J. D. N. S. II

Twenty miles from London there is a meadow known as Runnymede, and here (or possibly on the island in the Thames just opposite the meadow) King John was forced to put his seal to Magna Carta on June 15th, 1215. The photograph above shows part of the meadow as well as Charter Island.



LACOCK ABBEY IN WILTSHIRE

Topical Press

't was early in the thirteenth century that Lacock Abbey came into existence as a nunnery, but in due course it became the residence of the Talbot family, who held it until recently when Miss Matilda Talbot handed it to the National Trust, together with the village of Lacock itself. One of the pioneers of photography, Fox Talbot, carried out his experimental work here.

four months after it became part of the Nation's heritage more than 20,000 people visited the house and park.

For Gallantry at Crecy

Bodiam Castle in Sussex has been in ruins for long years, but it still stands as a substantial link with those far-off days when Richard II prepared to defend this country against the French invaders. The enemy never came, but this moated castle remained ready for battle until the days when Oliver Cromwell became Lord Protector of the realm. It was then that Parliament "slighted" it, or, in more modern language, dismantled it, and it ceased to be a stronghold against invaders.

So Bodiam stands as a solid reminder of our past. Not all the great houses which have come into the hands of the National Trust are merely reminders of the past. There is Lyme Hall, not very far from Stockport in Cheshire.

The lands were given 600 years ago by Edward the Black Prince to Sir Thomas Danyers for the rescue of the English standard at Caen and the capture of the Constable of France at Crecy. Throughout those 600 years the descendants of Sir Thomas have lived at Lyme though the house was altered many times and then rebuilt in 1565.

Then in June, 1947, its last owner, Lord Newton, handed it over to the National Trust, together with its park lands. The Stockport Corporation joined hands with the Trust and Lyme Hall has become a residential horticultural school; it is also available to local societies, and meetings and dances can be held in the great rooms and galleries of "sweet Lyme, lovely Lyme." Every part of the park with its moorland and rhododendron dells is now open to the public.

There is much of the history of Cheshire bound up in Lyme. There

are, too, carvings by Grinling Gibbons and wonderful woodwork and plaster scrolls in the great Elizabethan drawing-room. It is well for us at times to realise that there were wonderful artists and craftsmen in the slower-moving centuries when mass-production by machinery was unknown.

Not so very far from Lyme there is a farm-house, Wibbersley Hall, which was the birthplace of John Bradshaw who became a judge and was the president of the Court that tried King Charles I. It was Bradshaw who pronounced the dread judgment upon the King.

This is not among the National Trust properties, but it has its links with that history in which Lyme played a greater part. Another Cheshire house, Little Moreton Hall, south of Congleton, is cared for by the Trust

and is a fine example of the moated black and white timbered halls for which England was once famed. It dates from 1540 and is a delightful and picturesque residence from whatever angle it is viewed.

With the Men of Harlech

Going over the Cheshire border into Wales there stands a castle famed in song and story. There was a fortress at Harlech in Roman times, but the present building dates from the days of Edward I (1239-1307). In 1468 the Castle was taken by the Yorkists after a long siege, and it was this which inspired that famous Welsh song "March of the Men of Harlech." Nearly 200 years later it was again besieged and was one of the last places to hold out for King Charles I. When



WHERE DUNKERY BEACON WAS LIGHTED

The Times.

In *Lorna Doone* the lighting of the beacon on Dunkery Hill is described. About 5 miles from Porlock, in Somersetshire, Dunkery Beacon is the highest point on Exmoor, and, as will be seen in the photograph, its slopes are well wooded. Large tracts of country with several old-world villages which formed the Holnicote estate are now part of the nation's heritage



MORIE POINT IN NORTH DEVON

Devon is the third largest county in England and contains some of our finest inland and coastal scenery. Some of the best known of these including Watersmeet in the Doone Valley belong to the National Trust. Our photograph is typical of the coastal scenery.

finally it fell to Cromwell's men the fortress was dismantled

A place famous in English history is that meadow lying along the south bank of the Thames near Egham, some twenty miles from London. Runnymede is its name and here on June 15th, 1215, King John was forced to sign Magna Carta. Some say that the Great Charter was actually signed on the little island, now known as Charter Island, standing out in the stream, but no doubt both the King and his determined barons occupied both meadow

and island on that fateful day. More than seven centuries later they both came into the care of the National Trust to be preserved for the people whose liberties received their most important guarantee on that June day.

There is one stately mansion which is being preserved as an illustration of how a distinguished country house was furnished and equipped in the spacious days of long ago. Montacute House near Yeovil in Somerset is a photograph of which you will find in the chapter

From Norman Times to Our Own Day," took over twelve years to complete. It expressed in stone the rise to power of an astute lawyer, Edward Phillips, who was the chief

prosecutor of Guy Fawkes in 1606 and became both Speaker of the House of Commons and Master of the Rolls. For over 300 years his family held the estate.

Its magnificence and beauty belong to the great days of Queen Elizabeth I, and it remains to-day one of the most beautiful of all those stately homes of England which were once the pride of those who had risen to power and still remain a part of our national heritage.

The Gift of a Queen

There is Knole, too, photographs of

which you will find in the pages following that of Montacute House. Knole was once the residence of the archbishops of Canterbury, but Henry VIII took it from Cranmer. Later, his daughter, Queen Elizabeth, gave the great house and grounds to Thomas Sackville, afterwards Earl of Dorset. Early in the seventeenth century it was rebuilt and has remained the home of the Sackville family ever since. It is they who have recently handed over Knole to the National Trust.

Other great houses have passed into the hands of the Trust. There is Polesden Lacey, near Bookham, Surrey, with its 1,000 acres, the house where King George VI and Queen Elizabeth spent their honeymoon. Then Chiveden, with its beautiful stretch of woods along the banks of the Thames, three miles

beyond Maidenhead—it was the seat of Lord and Lady Astor and they have handed it to the Trust so that the lovely part of the river known as Cliveden Reach as well as the house and grounds have now become the property of the nation. Lord Astor, with Captain Rodd of Yelverton, supported by the Pilgrim Trust, all helped in 1947 to save Buckland Abbey and its tithe barn for the nation. The Abbey was remodelled by the famous Grenville of the *Revenge* and became the home of Sir Francis Drake.

It is now cared for by the Trust and Plymouth Corporation will help in making it a Drake naval museum and using it for other purposes of public interest. A much smaller and more recently-built house is Cloud's Cottage at Bovington, Dorset, the home until his death of T. E. Lawrence, whose



DERWENTWATER IN THE LAKE DISTRICT

L. O. H. P. C.

Over 18,000 acres in the Lake District have been acquired by the National Trust. Here is a view of Derwentwater with its wooded islets as seen from the hills surrounding this three miles stretch of water. At the southern end of the Lake are the Falls of Lodore.



ON THE NORTH DOWNS IN SURREY

A.ystone

In the vicinity of Dorking is some of the finest of Surrey scenery including Box Hill, Leith Hill, Abinger and Ranmore. Our picture gives the view from Leith Hill overlooking Broom's Barn Park which has now become the property of the National Trust.

name is inscribed in Britain's roll of heroes as Lawrence of Arabia.

There is Lacock Abbey and its monastic remains in Wiltshire, and then away to the North where Landisfarne Castle, Holy Island, takes us back over thirteen centuries of our history. St Aidan founded a monastery here in 635 and the remains of its later Norman church still stand. In the sixteenth century a castle was built and is to-day a landmark for many miles.

Some of our most picturesque villages now belong to the Nation. "The old order changeth, yielding place to new," and in these days when a village of prefabricated houses can be put up in a very few weeks, and may perhaps vanish in due time almost as rapidly, it is well to look on villages where the

cottages have withstood the storms of centuries. On the 12,420 acres of the Holnicote estate, handed to the Trust by Sir Richard Acland, there are eight beautiful Somerset villages and hamlets, including Selworthy and Blackford, not very far from Minehead.

There are, too, four miles of coastland with wonderful views across Porlock Bay. Away to the South there is Dunkery Hill and Beacon. On one of the farms at Blackford is a stone-built dovecote which, they will tell you, has stood there since about the time when William the Conqueror was making his Domesday Book.

In Lakeland and the Peak District

Other lovely country is now preserved for us. In Devon there is

Watersmeet with its wonderful views. Away in the North, Derwentwater is but a part of the 18,000 acres in the Lake District over which the National Trust now holds guardianship. It is all ours to enjoy. Farther south among the hills and dales of Derbyshire such pleasant stretches of country as Mill Dale and Dovedale belong to us and the Trust guards them from the hands of the despoilers. In Hertfordshire some 3,500 acres of Ashridge Forest have been taken over.

For All to Enjoy

In almost every county in England some place of beauty has been preserved so that all may enjoy its charms. In Surrey there is the Devil's Punch Bowl; Box Hill with its charm and its literary associations, and not so far

away the delightful country in the neighbourhood of Dorking and Leith Hill. In Kent the house where Ellen Terry lived, Smallhythe, near the ancient town of Tenterden, is now open to visitors. West Wycombe village in Buckinghamshire; Barras Head in Cornwall; Alderley Edge in Cheshire; Avebury in Wiltshire; Blickling Hall in Norfolk; Sugar Loaf Mountain in Monmouthshire: all these and many other places throughout the fair counties of England have become the property of the nation for the enjoyment of all who love beauty and the glories of the past.

In Scotland very much the same task is being carried out by a separate society, the National Trust for Scotland. But it is in the ever-growing industrial areas that the watchful eye



LODE MILL IN BERESFORD DALE

L. A. Photos

The Peak District of Derbyshire has some of England's most delightful scenery. Several of the pleasant dales and hills, including Mill Dale and Dovedale, are now held in trust for ramblers and lovers of Nature's beauty by the National Trust. Here is a typical view in the Peak District.



Frank L. H.

THROUGH DOVEDALE IN DERBYSHIRE

The river Dove in Derbyshire flows pleasantly through the ever varying scenery of the Peak District on its way to join the Trent. Here we see the river as it winds through Dovedale, one of the best known places of natural beauty in this county, now held by the National Trust.

of these guardians of our heritage must always be alert. A century or more ago the big movement from the countryside to the towns began and the vast majority of our population are now town-dwellers. Yet the urge to get back into the country for a breathing-space is still strong in the townsmen. Watch the main roads from any big town at the week-end when the motorists, cyclists and ramblers are setting off for the countryside.

But this island of ours is so small and there are so many of us. As the demand for new factories and for big works for newly-developed industries continues to increase so the threat to the countryside grows.

Some of it does not matter; some of the changes are all to the good; but we should still keep some of our

ancient beauty and have quiet places where only the song of the birds and the rustling of leaves in the breeze is heard. We should still be able to look on the handiwork of English craftsmen who had never heard of machine-tools or reflect upon those spacious days in our history when Drake sailed the seas and Shakespeare wrote his plays.

That is part of the purpose of the National Trust. All over the country these specially chosen tracts of lovely country, or those great houses which not only add to the beauty of the land but have played some part in the story of England's greatness in the days of long ago, are being preserved from the despoilers. These places of historic interest and of natural beauty are our heritage.